

THE EARLY YEARS

First Beginnings

Bristol Tramways opened a branch in Cheltenham, initially to cater for private hire work in 1912. The initial fleet appears to have been made up several taxis, three charabancs and an 8-seat bus. These vehicles were as follows

1097	AD 2567	Dennis 12-seat charabanc
1098	AD 2571	Bristol C45 22-seat charabanc
1099	AD 2788	Bristol C45 22-seat charabanc
1100	AD 2789	Lacre 1½-ton 8-seat bus

In 1914 these vehicles were joined by a new Bristol C50 with a 28-seat charabanc body. This was 1151 (AD 2787).

The first bus operation involved a service for from Lansdown Station for Hotel Guests only, which utilised the Lacre. Proper bus service operation began on 6th November 1915 with a service from Cheltenham to Tewkesbury

The 1920s

The early 1920s saw the following routes introduced and

July 1920	45	Cheltenham to Tewkesbury
July 1920	46	Cheltenham to Nailsworth via Stroud
Oct 1921	47	Cheltenham to Broadway via Winchcombe
Oct 1921	48	Cheltenham to Burford via Northleach.
Apr 1921	49	Cheltenham to Gloucester via Staverton
Oct 1921	61	Cheltenham to Cirencester

By March 1922, these routes would have required seven vehicles to operate them which would have included the following which were known to be at Cheltenham in 1921

1098	AD 2571	1913 Bristol C45 22-seat charabanc
1099	AD 2788	1913 Bristol C45 22-seat charabanc
1117	AD 2787	1913 Bristol C45 22-seat charabanc
1251	AD 8153	1920 Bristol 4-ton, 28-seat charabanc
1260	AD 8171	1920 Bristol 4-ton, 31-seat dual door bus
1298	AD 8276	1920 Bristol 4-ton, 29-seat rear entrance bus
1321	AD 8717	1921 Bristol 4-ton, 29-seat rear entrance bus
1322	AD 8718	1921 Bristol 4-ton, 29-seat rear entrance bus

In 1922 two further routes were proposed which probably were never introduced. These were Cheltenham to Winchcombe via Bishops Cleeve and Gotherington and Cheltenham to Cirencester via Withington and Chedworth

Details of Services Operated in March 1922

	First Arrival	Last Departure	Frequency	Notes
45	Cheltenham to Tewkesbury			
Weekdays 08:00 to 12:00 12:00 to 20:00	09:45	20:00*	Two hourly Hourly	*Additional departure at 21:00 on Thursdays and Saturdays
Sundays	15:45	20:00	Hourly	
46	Cheltenham to Nailsworth			
Weekdays	10:40	20:00	hourly	
Sundays	14:40	20:00	hourly	
47	Cheltenham to Broadway - Tuesdays Thursdays and Saturdays Only			
Tuesdays Thursdays and Saturdays Winchcombe Broadway	09:25 12:40	15:15 20:45	6 journeys 2 journeys	Inc journeys to Broadway
48	Cheltenham to Burford - Mondays Wednesdays and Fridays Only			
Mondays Wednesdays and Fridays Northleach Burford	11:44 11:44	17:00 17:00	4 journeys 2 journeys	Inc journeys to Burford
49	Cheltenham to Gloucester			
Weekdays 08:00 to 10:00 10:00 to 20:00 20:00 to 22:45	08:39	22:45	hourly Every 30 mins 3 journeys	
Sundays	13:39	21:00	Every 30 mins	
61	Cheltenham to Cirencester			
Weekdays	12:28	18:00	3 journeys	
Sundays	17:28	19:00	3 journeys	

Route expansion continued over the next few years with the following

Sept 1922 62 Cheltenham to Tewkesbury via Bishops Cleeve
 Aug 1924 63 Cheltenham to Birdlip
 Sept 1924 48A Cheltenham to Stow-on-the-Wold via Northleach and Bourton
 May 1928 47A Cheltenham to Winchcombe
 Oct 1929 170 Cheltenham to Malvern

Once the basic network was established there were a few revisions to routes

- December 1923 saw alternate journeys on route 49 diverted via Churchdown Village and The Reddings and renumbered as route 49A. Between June 1926 and September 1929, this route ran through Longford but it returned to its original route when a Gloucester Corporation Service to Longford was introduced.
- From March 1928 Cheltenham received a direct link to Bristol when route 29 which ran from Gloucester to Bristol was extended to the town.
- By 1930 route 48A had been diverted to run via Notgrove between Andoversford and Bourton rather than via Northleach

The 1930s

Details of the services operated in August 1930 were as follows:-

- 29 Cheltenham to Bristol via Gloucester and Berkeley**
4 journeys per day
- 45 Cheltenham to Tewkesbury via Coombe Hill**
Hourly
- 46 Cheltenham to Nailsworth via Stroud**
Hourly (joint with Western National)
- 47 Cheltenham to Broadway via Winchcombe**
- 47A Cheltenham to Winchcombe**
2 journeys operated as far as Broadway (47) with a further three (four on Thursdays and Saturdays) running as far as Winchcombe only (47A)
- 48 Cheltenham to Burford via Northleach.**
Three journeys operated to Burford with a further pair (three on Thursdays and Saturdays) to Northleach
- 48A Cheltenham to Stow-on-the-Wold via Bourton-on-the-Water**
Two journeys on Tuesdays, Thursdays and Saturdays Only
- 49 Cheltenham to Gloucester via Staverton**
Hourly
- 49A Cheltenham to Gloucester via Churchdown Village**
Hourly
- 61 Cheltenham to Cirencester**
Hourly
- 62 Cheltenham to Tewkesbury via Bishops Cleeve and Ashchurch**
Two hourly (hourly on Thursdays, Saturdays and Sunday afternoons)
- 63 Cheltenham to Cranham via Birdlip**
Every two hours – first and last journeys only as far as Birdlip
- 170 Cheltenham to Malvern**
3 journeys per day

In November 1930 Bristol Tramways was successful in gaining a licence to operate route 64 between Cheltenham and Evesham, having first sought to operate it in 1926. This was in competition with Stratford Blue who had just acquired the route, along with a Cheltenham to Malvern route, from Frank Martin

On 1st April 1931 the 1930 Road Traffic Act came into force which required every route to be covered by a Road Service Licence. In addition buses had to have a “Certificate of Fitness” and drivers and conductors had to be licensed. Route 64 to Evesham became hotly contested with Stratford Blue whose application for the service at that to Malvern was deferred

Eventually agreement was reached between the two operators with the result that Stratford Blue passed their Cheltenham to Malvern service to Bristol Tramways in exchange for a larger share of route 64 and £2000, which now became a joint operation on which Bristol operated a third of the mileage. Stratford Blue had previously run through from Leamington, but now passengers would have to change at both Evesham and Stratford, although the connections continued to be shown in the timetables for many years

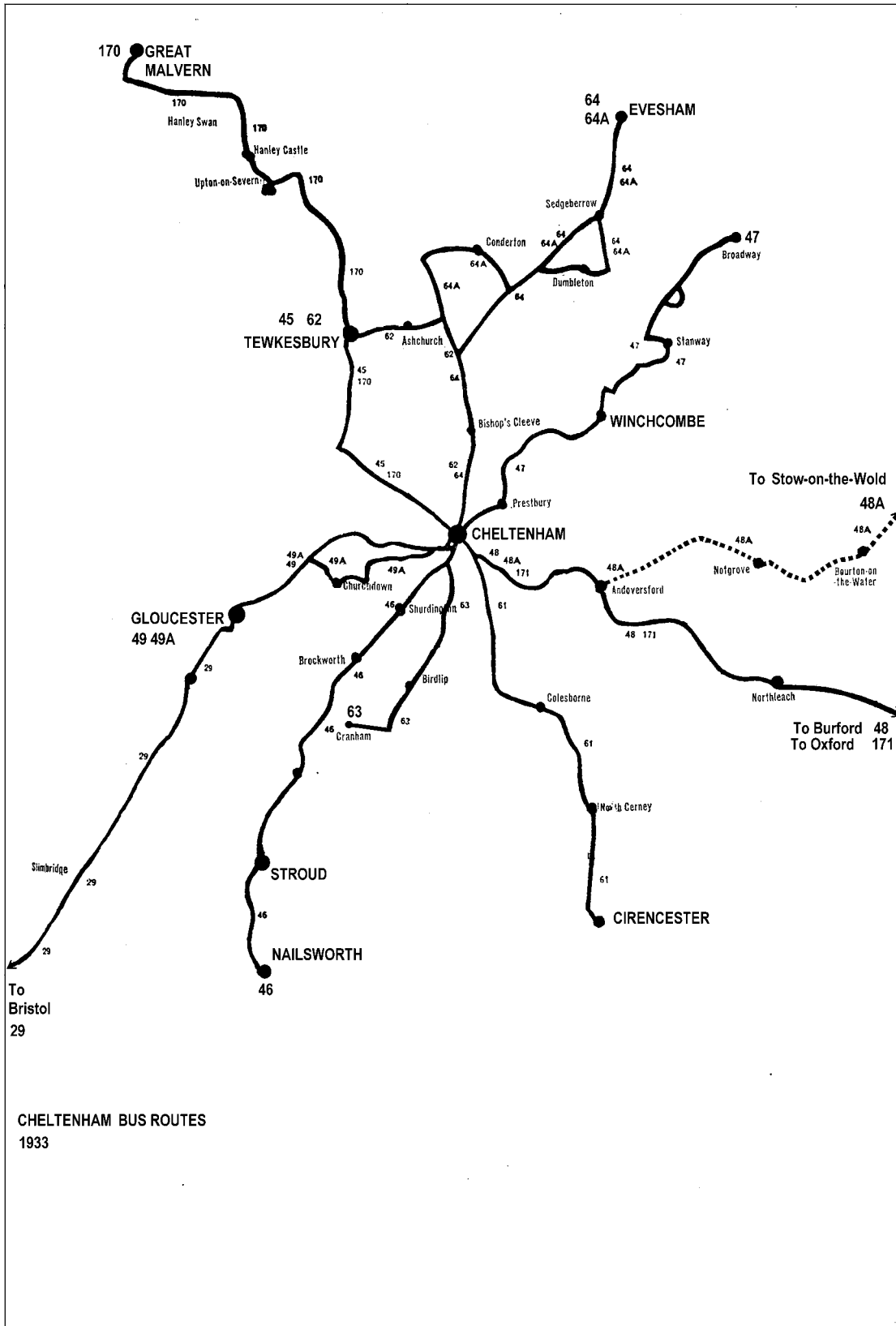
In 1932 the motor bus routes of the Great Western Railway operating in Bristol Tramways territory were acquired. One route, that to Oxford was added to the company's network in the Cheltenham area. This route was started by the railway to give a better connection between Cheltenham and London. The arrangement was that Bristol Tramways got the whole of the receipts in respect of the road journey where through bookings are made and 50 per cent, of local receipts between Burford and Oxford. This was numbered 171 and brought with it four Gilford coaches details of which were as follows

X140 - 143 UL 9486/7/9/8 Gilford 1660T, Wycombe C22R built 1929

These vehicles lasted in the Bristol Tramways fleet until 1936 and were withdrawn just before they received their new fleet numbers in the 1937 renumbering which were due to be 100 to 104

Service developments by *January 1933* included some frequency reductions and were as following:

- Route 45 (Tewkesbury) reduced from hourly to every 90 minutes
- Route 61 (Cirencester) reduced from hourly to eight journeys per day.
- Route 62 (Tewkesbury) had been revised to every 90 minutes which was a reduction on Thursdays, Saturdays and Sundays but an increase on other days
- Route 170 (Malvern) increased from three to four journeys
- Route 171 (Oxford) ran four or five times a day.
- Routes 64/A (Evesham) ran nine times a day of which five journeys operated via Kemerton as route 64A



Cheltenham Bus Routes in 1933

1935 to 1939

In December 1935 the Country Services started to use Royal Well Road as starting point

Service developments by *June 1936* included were as follows:

- Route 29 (Bristol) The number of journeys serving Cheltenham was increased from four to five
- Route 45 (Tewkesbury) Three journeys were diverted to operate via Hardwicke, Stoke Orchard and Tredington. These services were renumbered 45A however the overall service was reduced to nine outward and ten return journeys together with three return trips from Cheltenham to Uckington.
- Route 46 (Nailsworth) saw later evening services to Stroud at 21:20 and at 22:20 on Saturdays and Sundays
- Route 47 (Winchcombe/Broadway) saw one extra journey introduced to Winchcombe however the two journeys to and from Broadway were now both in the afternoon making a return journey to Cheltenham impractical
- Route 48 (Burford) was withdrawn between Northleach and Burford. The service on this route was reduced to three journeys per day with an additional pair on Thursdays and Saturdays.
- Route 48A (Bourton) withdrawn (*by 1935*)
- Route 49 (Gloucester) saw a frequency increase from every hour to every 20 minutes after 11 a.m., however it was still only hourly prior to that time.
- Route 61 (Cirencester) was extended from Cirencester to Swindon four times a day (replacing route 66 over that section *by 1935*) and the frequency on the Cheltenham to Cirencester section was increased to ten journeys per day.
- Route 62 (Tewkesbury) saw an additional late evening return journey to Bishops Cleeve
- Route 63 (Cranham) saw an extra journey in the morning with four trips rather than two running on from Birdlip to Cranham
- Route 64 (Evesham) journeys via Kemerton were renumbered 64A, one further journey now serving that village.
- Two completely new services were introduced; one was the **172** to Coleford which provided one journey in each direction on Sundays and Bank Holidays and was intended to allow people in domestic service in Cheltenham to visit their families in the Forest of Dean. The other service, the **173**, ran from Cheltenham to Norton Green on Wednesdays, Saturdays, Sundays and Bank Holidays during the summer months to allow people to visit Wainlodes.

The acquisition by Bristol Tramways of the small fleet of C.H.Lewis which operated from Redmarley, in June 1935, resulted in a Thursdays only Staunton to Cheltenham service joining the network. This service of one journey per week was later to be numbered **124** but Cheltenham Garage was not involved in its operation.

At this time the peak vehicle requirement would have been for fourteen vehicles excluding duplicates and any vehicles employed purely on works services and the vehicles would probably all have been single deckers as the company owned very few double deckers

Details of Services Operated in June 1936

	First Arrival	Last Departure	Frequency	Notes
29	Cheltenham to Bristol			
Weekdays	10:56	20:30	5 journeys	Every 3 hours
Sundays	16:26	20:30	2 journeys	
45, 45A	Cheltenham to Tewkesbury			
Weekdays	09:00	21:15	9 journeys	Plus three journeys to Uckington only
Sundays	15:05	21:15	6 journeys	Plus two journeys to Uckington only
46	Cheltenham to Nailsworth			
Weekdays	08:52	21:20*	hourly	First arrival from Brockworth only Last departure to Stroud only *Additional journey to Stroud at 22:20 on Saturdays
Sundays	13:10	22:20	hourly	Last departure to Stroud only
47	Cheltenham to Winchcombe extended to Broadway on Thursdays and Sundays			
Weekdays Winchcombe	08:55	20:00	6 journeys	Includes journeys to Broadway Additional journey at 21:00 on Thursdays and Saturdays
Broadway	17:10	17:45	2 journeys	
Sundays Winchcombe Broadway	14:40 18:55	21:00 15:15	4 journeys 1 journey	Includes journey to Broadway
48	Cheltenham to Northleach			
Weekdays	11:30	18:30	3 journeys*	*Two extra journeys on Thursdays and Saturdays giving a first arrival at 09:45 and last departure at 21:00
Sundays	16:25	18:30	2 journeys	
49	Cheltenham to Gloucester			
Mondays to Fridays 07:20 to 11:00 11:30 to 19:10 20:00 to 22:00	07:46	22:00	hourly Every 20 mins Hourly	
Saturdays 07:20 to 11:00 11:30 to 22:10	07:46	22:10	hourly Every 20 mins	
Sundays 13:50 to 22:10	14:06	22:10	Every 20 mins	
49A	Cheltenham to Gloucester			
Weekdays	09:08	22:45	hourly	
Sundays	15:08	22:45	hourly	
61, 182	Cheltenham to Swindon			
Weekdays Cirencester Swindon	10:10	20:45	10 journeys 4 journeys	Includes journeys to Swindon
Sundays Cirencester Swindon	15:20	20:45	5 journeys 3 journeys	Includes journeys to Swindon
62	Cheltenham to Tewkesbury			
Weekdays	09:33	22:10	10 journeys	Last journey to Bishops Cleeve only
Sundays	14:18	22:10	10 journeys	Last journey to Bishops Cleeve only

	First Arrival	Last Departure	Frequency	Notes
63	Cheltenham to Cranham			
Weekdays	09:30	20:30	Every 2 hours	First and last journeys to Birdlip only
Sundays	15:00	21:00	8 journeys	Five journeys to Birdlip only
64, 64A	Cheltenham to Evesham			
Weekdays	08:44	21:10	9 journeys	three route 64, six route 64A
Sundays	14:24	21:10	5 journeys	one route 64, four route 64A
170	Cheltenham to Great Malvern			
Weekdays	12:15	19:30	4 journeys	
Sundays	16:15	19:30	3 journeys	
171	Cheltenham to Oxford			
Weekdays	12:20	17:40	5 journeys	
Sundays	15:50	19:30	3 journeys	
172	Cheltenham to Coleford			
Sundays Only	21:45	14:45	1 journey	
173	Cheltenham to Norton Green			
Summer Wednesdays, Saturdays and Sundays			As required	
---	Cheltenham to Staunton			
Thursdays only	10:10	14:35	1 journey	

By November 1937 there had been several cuts to services

- Route 45A (Tewkesbury via Stoke Orchard) now only operated two trips on Thursdays and Saturdays, with vehicles operating direct to Tewkesbury on route 45 on other days. On route 45 Only short journey to Uckington remained, that being in the evening
- Route 47 (Winchcombe/Broadway) only operated beyond Winchcombe to Broadway on Saturdays and Sundays
- Route 61 (Cirencester/Swindon) Reduced to two hourly on the Cheltenham to Cirencester section with alternate journeys continuing to Swindon
- Route 63 (Birdlip/Cranham) only two of the journeys now continued beyond Birdlip to Cranham however one extra late evening Saturday service to Birdlip was introduced

By June 1938 some of the 1937 cuts were reversed. The service on route 63 beyond Birdlip to Cranham was put back to four journeys and five extra trips between Cheltenham and Birdlip were introduced on Saturdays. A late afternoon trip to Oxford on route 171 which previously only ran on Mondays Fridays and Saturdays was introduced on every weekday and a Sunday evening journey was introduced. Two extra trips between Cheltenham and Cirencester on route 61 were reinstated

By June 1939 route 49 (Gloucester) had been increased to every 15 minutes in the afternoons on Mondays to Fridays and for most of the day on Saturdays

THE SECOND WORLD WAR AND ITS AFTERMATH

1939-1943

The Second World War caused many changes to services with frequency increases on some routes where new journeys were required to be made whilst reductions in frequency were made to less essential services.

By 1941

- Route 45 (Tewkesbury) reduced to five journeys per day (two on Sundays)
- Route 45A (Tewkesbury via Stoke Orchard) WITHDRAWN
- Route 47 (Winchcombe/Broadway) - Service reduced to three journeys per day and withdrawn except on Sundays beyond Winchcombe. Two journeys operated on Sundays one of which continued to Broadway
- Route 48 (Northleach) renumbered as part of route 171
- Route 62 (Tewkesbury) Service revised to seven through journeys plus five to Bishops Cleeve. An additional service of two journeys on Tuesdays, Thursdays and Saturdays introduced between Cheltenham and Cleeve Railway Station
- Route 64 (Evesham)- Service reduced to six journeys (two on Sundays) all ran via Kemerton
- Route 124 (Staunton) WITHDRAWN
- Route 170 (Malvern) Service reduced to two journeys per day (one on Sundays)
- Route 171 (Oxford)- Route 48 absorbed and combined service reduced to two journeys to Oxford and three to Northleach (two to Northleach only on Sundays)

By 1943 (probably much earlier) the following changes had occurred

- Route 29 (Bristol)- one journey withdrawn
- Route 46 (Nailsworth)- Last journey withdrawn and Sunday service reduced to two hourly
- Route 49 (Gloucester)- Service substantially increased to operate every 15 minutes after 08:30 (20 mins in evenings). Additional Gloucester to Hare and Hounds journeys operated every 15 minutes on Fridays and Saturdays
- Route 49A (Gloucester)- Service increased to every 30 minutes between 10:00 and 17:00
- Route 61 (Swindon)- Service revised to operate every two hours between Cheltenham and Swindon with no extra Cheltenham to Cirencester journeys
- Route 63 (Birdlip/Cranham) - Service to Cranham withdrawn and Birdlip served by five to seven journeys
- Route 173 (Norton Green) WITHDRAWN.

Details of Services Operated in September 1943 were as follows

SEPTEMBER 1943	First Arrival	Last Departure	Frequency	Notes
29	Cheltenham to Bristol			
Weekdays	10:56	17:30	4 journeys	Every 3 hours
Sundays	16:36	17:30	2 journeys	
45	Cheltenham to Tewkesbury			
Weekdays	08:50	20:30	5 journeys	
Sundays	14:20	18:00	2 journeys	
46	Cheltenham to Nailsworth			
Weekdays	08:35	20:20	hourly	First arrival from Brockworth only Last departure to Stroud only
Sundays	15:08	20:20	Two hourly	Last departure to Stroud only
47	Cheltenham to Winchcombe extended to Broadway on Sundays			
Weekdays	08:55	20:30	3 journeys	
Sundays	18:55	21:00	2 journeys	One journey extended to Broadway
49	Cheltenham to Gloucester			
Weekdays 06:55 to 08:30 08:30 to 18:30 18:50 to 21:30	07:32	21:30	5 journeys Every 15 mins Every 20 mins	One additional early morning journey to Hare and Hounds. Additional journeys were operated between Gloucester and Hare and Hounds on Fridays and Saturdays
Sundays 13:30 to 20:00 20:00 to 21:00	13:52	21:00	Every 15 mins Every 20 mins	
49A	Cheltenham to Gloucester			
Weekdays	09:08	21:30	hourly	
Sundays	14:38	21:00	hourly	
61, 182	Cheltenham to Swindon			
Weekdays	10:10	19:00	Two hourly	By alternate routes
Sundays	15:10	18:30	3 journeys	Cheltenham to Cirencester only
62	Cheltenham to Tewkesbury			
Weekdays Bishops Cleeve Cleeve Station Tewkesbury	08:38 14:16 08:38	20:50 17:35 20:15	11 journeys 2 journeys 7 journeys	Includes journeys to Tewkesbury Tuesdays, Thursdays and Saturdays Only
Sundays Bishops Cleeve Tewkesbury	15:12 16:53	20:50 20:15	6 journeys 3 journeys	Includes journeys to Tewkesbury
63	Cheltenham to Birdlip			
Weekdays	08:40	19:00	5 journeys	One additional journey on Tuesdays and Thursdays and two on Saturdays. Last departure at 20:30 on Saturdays
Sundays	15:25	19:00	3 journeys	
64	Cheltenham to Evesham			
Weekdays	10:04	18:50	6 journeys	
Sundays	16:14	19:00	2 journeys	
170	Cheltenham to Great Malvern			
Weekdays	11:45	18:00	4 journeys	
Sundays	17:45	14:30	1 journey	

	First Arrival	Last Departure	Frequency	Notes
171	Cheltenham to Oxford			
Weekdays Northleach Oxford	10:25 12:20	19:00 15:40	5 journeys 2 journeys	Includes Oxford journeys
Sundays Northleach Oxford	14:55	19:00	2 journeys no service	
172	Cheltenham to Coleford			
Sundays Only	21:45	14:30	1 journey	

1943-1945

By April 1945 there had been some restoration of services as the war drew to a close, the changes being as follows:

- Route 29(Bristol) - Service returned to five journeys per day by reintroducing a 20:30 journey
- Route 45 (Tewkesbury) - increased from five to six journeys per day plus one late journey to Uckington (three on Sundays)
- Route 47 (Winchcombe/Broadway) - Service increased to four journeys with two journeys extended to Broadway on Thursdays. One additional journey to Winchcombe introduced on Wednesdays and Sundays
- Route 49 (Gloucester)- frequency in afternoon and evening increased to "every few minutes"
- Route 61 (Swindon) - four additional Cheltenham to Cirencester journeys introduced. Two journeys in each direction diverted to operate via R.A.F. South Cerney and the main A419. These journeys were supplemented by a return journey between Swindon and Cirencester and were numbered 182
- Route 62 (Bishops Cleeve/Tewkesbury) – three extra journeys to Tewkesbury provided. Four journeys provided to Cleeve Railway Station (replacing of two journeys on Tuesdays, Thursdays and Saturdays only) plus one extra journey added to Bishops Cleeve only
- Route 63 (Birdlip)– two-hourly service introduced
- Route 170 (Malvern) - service increased to four journeys per day (one on Sundays)
- Route 171 (Northleach/Oxford)- service to Oxford increased to four journeys with three journeys retained to Northleach

1946 - POST WAR RECOVERY STARTS

By April 1946 services had largely been restored with services running until a last departure between 21:00 and 22:00 which was approximately an hour later than in 1945.

Stoke Orchard regained a service which had been lost early in the war, however it was now served by journeys on route 62 extended from Bishops Cleeve rather than by a deviation of route 45.

On route 63 three journeys were extended on Thursdays and Saturdays to Brimpsfield.

Route Summary

By 4/46 Route 45 (Tewkesbury)

One additional mid-evening journey introduced

Route 46 (Nailsworth)

Hourly service restored on Sundays

Route 47 (Winchcombe/Broadway)

Additional late morning journey introduced

Service to Broadway now operated on Saturdays rather than Thursdays

The Sunday service was increased to three journeys one of which was extended to Broadway

Route 49 (Gloucester)

Service now ran half an hour later in the evenings (to 22:00)

Route 61, 182 (Cirencester/Swindon)

Later Evening journey introduced (21:00 ex Cheltenham to Cirencester)

Route 62 (Bishops Cleeve/Tewkesbury)

Service revised with two extra journeys to Tewkesbury with the last departure an hour later than previously at 21:30

Service to Cleeve Railway Station extended to Stoke Orchard and increased from three to eight trips

Morning peak journey to Bishops Park introduced

Route 63 (Birdlip)

Three journeys extended on Thursdays and Saturdays to Brimpsfield

Route 64 (Evesham)

Main service numbered 64A however one journey operated direct via Teddington Hands as route 64.

Service increased to 9 journeys on weekdays and 4 on Sundays

Route 171 (Northleach/Oxford)

One additional evening journey introduced to both Northleach and Oxford on weekdays

1947

By 1947 services ran later again into the evening and a few new routes had been introduced whilst there had been some more major enhancements.

By January, a Thursdays and Saturdays only service had been introduced, two times a day as an extension of **route 45** from Tewkesbury to Alstone via Aston Cross and Teddington. New **route 45A** was introduced on Tuesdays, Thursdays and Saturdays between Cheltenham and Swindon Village. New route 164 had been introduced between Gloucester and Cheltenham via Brockworth

By July Broadway was served daily and a new route 62A was introduced to provide an enhanced service to Stoke Orchard which resulted in a half hourly frequency between Cheltenham and Bishops Cleeve when combined with route 62. Four journeys on new route 62A extended through to Tewkesbury. Changes on routes 61 and 182 resulted in an hourly service operating between Cheltenham and Swindon

The improved level of service showed a requirement of twenty-two vehicles to operate the timetabled journeys at this time but this was only one more than in 1945. One further additional vehicle would have been required for the enhancements to route 62/A from July. This vehicle may well have been Bristol L 2186 which was delivered new in April

Route Summary

By 1/47 Route 45 (Tewkesbury)

Evening journey to Uckington extended to Tewkesbury. Two journeys from Tewkesbury to Alderton introduced on Thursdays and Saturdays along with positioning journeys to and from Cheltenham

New route 45A (Swindon Village)

This route ran four times a day on Tuesdays, Thursdays and Saturdays from Cheltenham to Swindon Village

Route 46 (Nailsworth)

Later evening departure for Nailsworth introduced at 21:20

Route 47 (Winchcombe/Broadway)

Sunday service increased to four journeys although only one ran to Broadway

Route 49 (Gloucester)

Service now ran half an hour later in the evenings (to 22:30)

Route 61,182 (Cirencester/Swindon)

Short journeys to Cirencester now extended to Swindon to give an hourly service on Weekday daytime alternating between routes 61 and 182. One early afternoon journey provided between Cheltenham and Colesbourne. Sunday service now four journeys to Swindon and three to Cirencester

Route 62 (Bishops Cleeve/Tewkesbury)

Additional journey to Tewkesbury provided at 16:40 on Saturdays as an extension of a journey to Bishops Cleeve

Additional journey to Stoke Orchard provided at 19:00 as an extension of a previous journey to Bishops Cleeve

Route 63 (Birdlip/Brimpsfield)

Service increased to ten journeys per day plus a late evening one on Saturdays. Three journeys on Thursdays and Saturdays continue to extend to Brimpsfield

Route 64/A (Evesham)

One additional journey introduced

New Route 164 (Gloucester via Brockworth)

Route introduced between Cheltenham and Gloucester via Brockworth running every two hours from 09:50 to 21:50

Route 170 (Malvern)

Two Sunday journeys now provided

- By 7/47 Route 45 (Tewkesbury/Alderton)
Vehicle used on Tewkesbury to Alderton section no longer returns to Cheltenham between journeys
Route 47 (Winchcombe/Broadway)
Journeys to Broadway now run twice daily (once on Sundays) with an additional late evening journey on Tuesdays
Route 48 (Northleach)
Route number reintroduced for former route 171 journeys to Northleach not serving St James Station in Cheltenham. One additional journey introduced at 11:30
Route 49A (Gloucester via Churchdown Village)
Most journeys diverted via Kingsholm Road in Gloucester
Route 61, 182 (Cirencester/Swindon)
New morning peak journey to and from Colesbourne introduced but early afternoon journey withdrawn
Route 62 (Tewkesbury via Bishops Cleeve)
Service increased to hourly. Service to Stoke Orchard renumbered 62A
New route 62A (Tewkesbury via Bishops Cleeve and Stoke Orchard)
Former route 62 journeys to Stoke Orchard, however service now operated hourly with four journeys extended through to Tewkesbury. One additional journey operated to Stoke Orchard Airfield, two to Bishops Park and one late evening journey to Bishops Cleeve (plus one late afternoon journey on Saturdays and Sundays)
Route 64/A (Evesham)
One additional late evening journey introduced daily
Route 171 (Oxford)
Journeys to Northleach renumbered 48
- By 10/47 Route 47 (Winchcombe/Broadway)
Early morning journey to and from Winchcombe introduced
Route 124 (Staunton) reintroduced
One trip from Staunton to Cheltenham on Thursdays only

Details of services operating were as follows:-

JULY 1947	First Arrival	Last Departure	Frequency	Notes
29	Cheltenham to Bristol			
Weekdays	10:56	20:30	5 journeys	Every 3 hours
Sundays	16:36	20:00	3 journeys	
45	Cheltenham to Tewkesbury			
Weekdays	08:45	21:45	9 journeys	One additional morning journey to Coombe Hill. One additional return journey on Tuesdays and Saturdays
Sundays	14:50	21:00	7 journeys	
45	Tewkesbury to Alstone			
Tuesdays and Saturdays only	14:55*	16:30*	2 journeys	* Tewkesbury times
45A	Cheltenham to Swindon Village			
Tuesdays, Thursdays and Saturdays only	09:12	16:10	4 journeys	
46	Cheltenham to Nailsworth			
Weekdays	08:35	21:20	hourly	First arrival from Brockworth only
Sundays	14:10	21:20	hourly	
47	Cheltenham to Broadway			
Weekdays Winchcombe Broadway	08:45 10:55	20:30 14:15*	6 journeys 2 journeys*	Includes journeys to Broadway *Additional journey on Tuesdays at 21:15
Sundays Winchcombe Broadway	14:55 18:55	21:00 15:15	3 journeys 1 journey	Includes journeys to Broadway
49	Cheltenham to Gloucester			
Weekdays 06:55 to 08:30 08:30 to 13:00 13:00 to 21:35	07:32	22:00	7 journeys Every 15 mins frequent	Additional journeys were operated between Gloucester and Hare and Hounds on Fridays and Saturdays
Sundays 09:02 13:30 to 22:00	09:02	22:00	single journey Every 11 mins	
49A	Cheltenham to Gloucester			
Weekdays	09:08	21:30	Every 30 mins	
Sundays	14:38	21:00	hourly	
61, 182	Cheltenham to Swindon			
Weekdays	08:40	21:00	hourly	First arrival from Colesbourne only Operates by alternate routes
Sundays Cirencester Swindon	15:10 15:10	21:00 21:00	7 journeys 4 journeys	Includes journeys to Swindon No service 182
62	Cheltenham to Tewkesbury			
Weekdays Bishops Cleeve Tewkesbury	08:27 08:33	22:15 21:45	Every 30 mins hourly	Includes journeys on route 62A
Sundays Bishops Cleeve Tewkesbury	14:38 15:53	21:45 20:30	Every 30 mins hourly	Includes journeys on route 62A

	First Arrival	Last Departure	Frequency	Notes
62A	Cheltenham to Tewkesbury			
Weekdays				
Bishops Park	08:27	21:45	16 journeys	Approx hourly
Aerodrome	08:27	21:45	3 journeys	5 return journeys
Stoke Orchard	08:27	21:45	12 journeys	Approx hourly
Tewkesbury	10:38	18:15	4 journeys	
Sundays				
Bishops Park	14:38	21:45	7 journeys	Approx hourly
Aerodrome	14:38	21:45	1 journey	2 return journeys
Stoke Orchard	14:38	21:45	7 journeys	Approx hourly
Tewkesbury	15:38	18:15	2 journeys	
63	Cheltenham to Birdlip extended on Thursdays and Saturdays to Brimpsfield			
Mondays to Fridays	08:40	20:30	10 journeys	Three journeys extended to Brimpsfield on Thursdays
Saturdays	08:40	21:30	11 journeys	Three journeys extended to Brimpsfield
Sundays	15:25	20:30	6 journeys	
64, 64A	Cheltenham to Evesham			
Weekdays	08:44	21:15	11 journeys	One journey operated direct via Teddington hands as route 64A Four journeys served Dumbleton instead of Aston-under-Hill
Sundays	14:34	20:20	6 journeys	
170	Cheltenham to Great Malvern			
Weekdays	11:40	18:10	4 journeys	
Sundays	17:40	18:10	2 journeys	
48, 171	Cheltenham to Oxford			
Weekdays				
Northleach	10:10	19:00*	9* journeys	Includes Oxford journeys. *Additional journey on Tuesdays and Saturdays at 21:00
Oxford	12:20	18:10	5 journeys	
Sundays				
Northleach	14:55	19:00	4 journeys	Includes Oxford journeys
Oxford	20:00	18:00	2 journey	
172	Cheltenham to Coleford			
Sundays Only	21:45	14:30	1 journey	

THE EARLY YEARS OF NATIONALISATION

The Transport Act, 1947, brought Bristol Tramways under the control of the British Transport Commission. The Great Western Railway which was one of the principal shareholders was nationalised as from 1st January 1948 and Thomas Tilling Limited, the other main shareholder sold all their interests in road transport to the British Transport Commission on 5th November 1948. The deal was backdated to 1st January, which became the effective date for Nationalisation.

In May 1950 the Stroud operations of Red & White and Western National were transferred to Bristol Tramways. This resulted in route 46 to Nailsworth becoming wholly Bristol Tramways operated having previously been joint with Western National

During this period most routes were converted, either totally or in part to double deck operation. The routes that appeared to have remained single deck operated were the 45A, 45B, 47, 49A, 171 and 172. During this period the last petrol engined vehicles based at Cheltenham were disposed of with replacements arriving in the form of new Bristol Ls and Ks. The fleet of Bristol Js were rebodied to the post-war standard with new Eastern Coachworks or Bristol bodies and the few Bristol Gs at Cheltenham followed suit.

Finally towards the end of the period double-deckers to the new permitted width of 8ft began to appear with the arrival of the first Ks and KSWs. The end of the period would also see the commencement of withdrawal of the earliest pre-war Bristol Ls which carried their original bodies

1948

Route alterations were limited to some minor enhancements but route 62A gained an enhanced morning peak service whilst the Sunday service to Swindon became hourly.

Three new Ks entered traffic in February (3699, 3703 and 3707) and was followed in October by 3744. November saw the arrival of newly rebodied former Exeter Corporation Bristol G no 3666.

Route Summary

By 6/48 Route 45 (Tewkesbury)

*Additional early afternoon journey to Coombe Hill introduced and to Tewkesbury in late afternoon.
Tewkesbury and Priors Park local service introduced*

Route 61/182 (Swindon)

Sunday service increased to hourly running through to Swindon by alternate routes

Route 62A (Tewkesbury via Stoke Orchard)

Three additional morning peak journeys introduced, one each to Stoke Orchard, Bishops Park and Tredington probably replacing previous works journeys

Route 124 (Staunton)

Service increased from one to two trips from Staunton to Cheltenham on Thursdays only

1949

Perhaps rather surprisingly there were some slight service reductions at the beginning of the year affecting routes 47 and 62A, but perhaps this might have been due to introduction of further double deck operation in the case of the 62A.

Two Bristol Ls appeared on the scene in 1949, they were 2408 in June and 2441 in October. A somewhat surprising return to Cheltenham after loan to Crosville in May was Leyland Titan TD1 L3614; September saw the arrival of rebodied Bristol G 3077 which displaced unrebodied but originally similar 3076 which went to E.C.W for a new bod.

Route Summary

- By 1/49 Route 45B (Tewkesbury to Alderton)
Route number introduced to cover journeys previously numbered as part of route 45
Route 47 (Winchcombe)
First morning journey to and from Winchcombe withdrawn
Route 61/182 (Swindon/Cirencester)
New early morning and mid evenings trips between Cheltenham and Cirencester introduced
Route 62A (Tewkesbury via Stoke Orchard)
Slight reduction in service due to withdrawal of short journeys to and from Bishops Cleeve
- By 6/49 Routes 48/171 (Northleach/Oxford)
All journeys now numbered 171
Additional morning journey to and from Burford introduced

1950

In May 1950 the Stroud operations of Red & White and Western National were transferred to Bristol Tramways. This resulted in route 46 to Nailsworth becoming wholly Bristol Tramways operated having previously been joint with Western National

At some point during the summer route 29 saw a major increase in frequency with its frequency increased from just six journeys to hourly. This coupled with a reduction of the morning operation on route 171 would have seen one additional vehicle joining the Cheltenham allocation. This was probably new Bristol K 3781 which was the last of its type to be delivered to the company.

Route Summary

- By 1/50 Route 49 (Gloucester)
Evening service reduced to every 15 minutes on Mondays to Fridays
- By 8/50 Route 29 (Bristol)
Frequency increased from six journeys to hourly
Route 49A (Cheltenham via Churchdown)
Alternate journeys on weekdays now operated via Pirton Lane. All Sunday journeys continue to operate via Parton Road
- By 10/50 Route 45 (Tewkesbury)
One additional early morning journey to Uckington introduced
One evening journey to Tewkesbury withdrawn
Route 62A (Tewkesbury via Stoke Orchard)
Additional morning journey introduced to Bishops Cleeve
Route 171 (Oxford)
Morning service reduced by combining a journey to Northleach with one to Burford

1951

By May 1951 route 63 from Cheltenham to Birdlip and Brimpsfield was linked with the former Red & White/Western National joint routes from Stroud to Birdlip via Slad and from Stroud to Dursley via Uley to form a through Cheltenham to Dursley via Stroud route. This provided a vastly improved service at the Cheltenham end of the route and was jointly operated with Stroud Garage.

The vehicles operating on route 29 were updated with the allocation of three eight foot wide KS/KSWs to Cheltenham and three to Muller Road in Bristol for its operation. Cheltenham received 8001, 8010 and 8026 whilst Muller Road received 8004, 8011 and 8027. The Cheltenham based vehicles probably displaced 3604, 3627 and 3666

Route Summary

By 5/51

Route 45 (Tewkesbury)

Additional Saturday evening journey introduced to Coombe Hill at 22:15

Route 62A (Tewkesbury via Stoke Orchard)

*All journeys to Odessa Inn curtailed at either Tredington or Stoke Orchard
22:30 to Stoke Orchard Airfield curtailed at Bishops Park*

Route 63 (Birdlip/Brimpsfield)

*Service extended to Dursley via Stroud and operated every two hours to Stroud or Dursley
supplemented by seven journeys to Air Balloon or Birdlip of which three (five on Saturdays)
continued to extend to Brimpsfield on Thursdays and Saturdays*

Cheltenham Country Fleet 9/51

225	MHU 997	1950 Bedford OB	Duple C27F
2007	HY 8339	1933 Bristol JO5G	1948 B.B.W. B35R
2023	AHT 972	1934 Bristol JO5G	1949 E.C.W. B35R
2036	BHU 639	1935 Bristol JO5G	1943 Bence UB37F
2075	EHT 537	1937 Bristol JO5G	1951 B.B.W. B35R
2076	EHT 538	1937 Bristol JO5G	1951 B.B.W. B35R
2086	FAE 60	1938 Bristol L5G	B.B.W. B32D
2137	FHT 284	1939 Bristol L5G	B.B.W. B32F
2139	FHT 286	1939 Bristol L5G	B.B.W. B32F
2145	FHT 782	1939 Bristol L5G	Duple C32F
2158	CHT 334	1936 Bristol JNW (5LW)	1949 E.C.W. B35R
2164	HAE 14	1941 Bristol L5G	B.B.W. B32F
2186	JHT 841	1947 Bristol L6A	E.C.W. B35R
2203	DHY 655	1937 Bristol JO6A	1950 B.B.W. DP31R
2408	LHW 914	1949 Bristol L6B	E.C.W. B35R
2441	LHY 961	1949 Bristol L5G	E.C.W. B35R
3077	CAE 865	1936 Bristol GO5G	1949 E.C.W. H31/28R
3605	GHT 130	1940 Bristol K5G	B.B.W. H30/26R
3606	GHT 131	1940 Bristol K5G	B.B.W. H30/26R
3609	GHT 134	1940 Bristol K5G	B.B.W. H30/26R
3669	JHT 118	1946 Bristol K6A	Duple H30/26R
3688	KHU 613	1947 Bristol K5G	E.C.W. H30/26R
3699	KHY 385	1948 Bristol K5G	E.C.W. H30/26R
3703	KHY 386	1948 Bristol K5G	E.C.W. H30/26R
3707	KHY 390	1948 Bristol K5G	E.C.W. H30/26R
3744	LAE 718	1948 Bristol K5G	E.C.W. H30/26R
3781	LHY 946	1950 Bristol K6B	E.C.W. H31/28R
L4100	KHU 621	1947 Bristol K6A	E.C.W. L27/28R
L4105	KHU 602	1947 Bristol K6A	E.C.W. L27/28R
L4111	KHU 609	1947 Bristol K5G	E.C.W. L27/28R
8001	NAE 61	1951 Bristol KSW6B	E.C.W. H32/28R
8010	NAE 42	1951 Bristol KS6B	E.C.W. H32/28R
8026	NAE 58	1951 Bristol KSW6B	E.C.W. H32/28R

1952

By June 1952 the service on route 46 had been improved taking advantage of the acquisition of the Stroud operation of Western National. This improvement involved the introduction of an earlier arrival from Stroud in the morning and a late evening run on Thursdays and Saturdays to Brockworth with a connection on to Stroud.

A small extension to a couple of Birdlip journeys route 63 saw Cranham Sanatorium served for the benefit of visitors on Tuesdays Thursdays and Fridays, whilst the Brimpsfield service was extended to Caudle Green

On the vehicle front, Cheltenham's oldest unrebodyed vehicle was withdrawn. This was 1938 L5G 2086 and was probably replaced by a rebodied Bristol J which arrived at Cheltenham at about this time). The late summer saw the partial upgrading of the vehicles on route 29 to Bristol, with the introduction of new KSWs with rear platform doors and saloon heaters. Muller Road gained 8078 to 8080 whilst 8081 came to Cheltenham.

At the end of the year the 1939 Bristol L coaches were withdrawn so 2145 would have left the fleet, possibly being replaced at Cheltenham by a new LWL

Route Summary

By 6/52

Route 46 (Nailsworth)

New earlier journey to Nailsworth introduced along with a morning peak arrival from Stroud replacing a short journey to and from Brockworth.

New 22:25 journey to Brockworth and back with a connection for Stroud introduced on Thursdays and Saturdays

Route 63 (Birdlip/Stroud/Dursley)

13:05 and 15:05 journeys to Birdlip extended to Cranham Sanatorium on Tuesdays, Thursdays and Fridays) whilst the Brimpsfield service was extended to Caudle Green

By 9/52

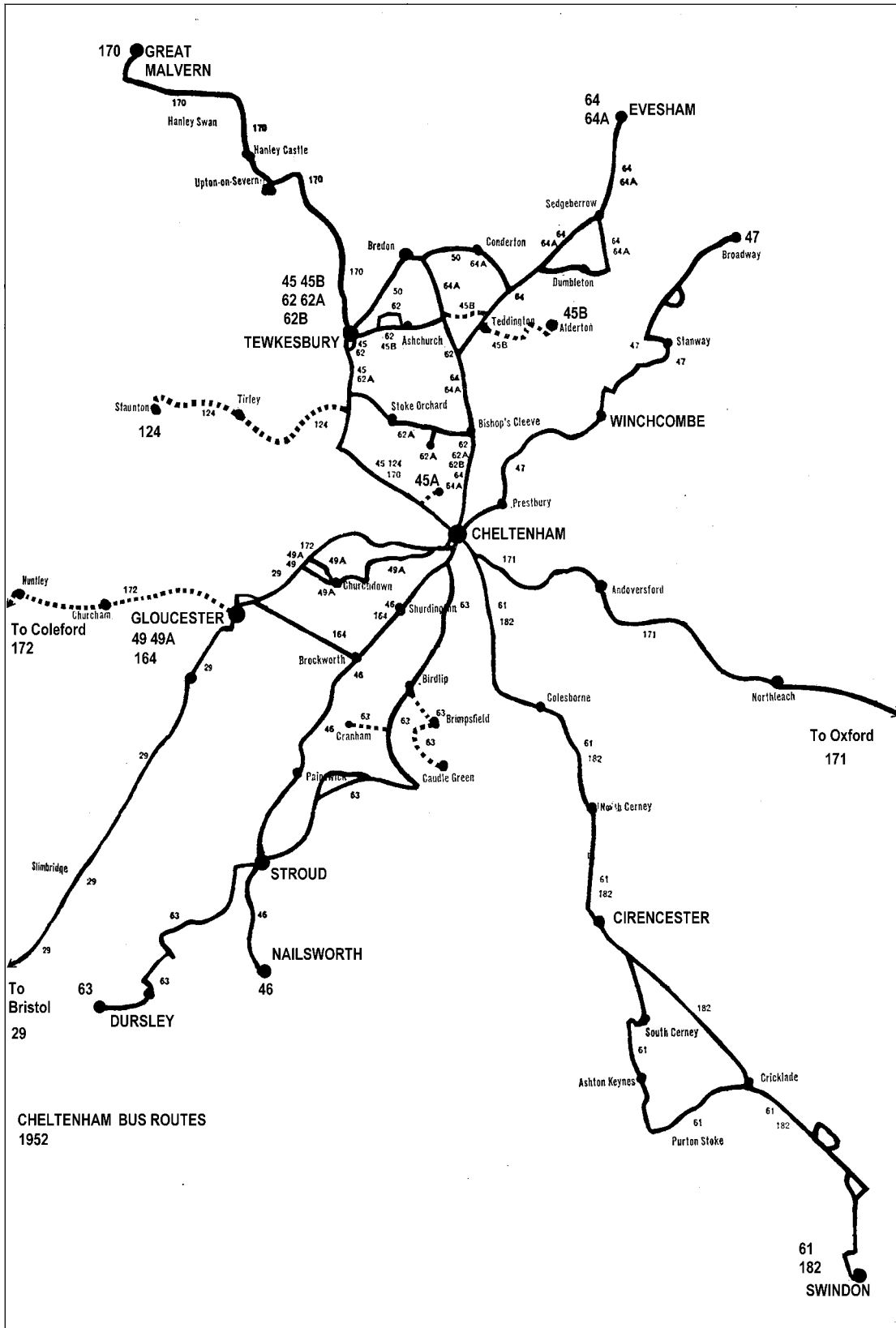
Route 45 (Tewkesbury)

Afternoon schools journey to Coombe Hill added

First Sunday journey to Coombe Hill withdrawn

Route 45A (Swindon Village)

Late evening journey introduced on Saturdays



Cheltenham Bus Routes in 1952

1952 represented the time when the network at its peak and details of services operated in September were as follows:-

Details of Services Operated in September 1952

	First Arrival	Last Departure	Frequency	Notes
29	Cheltenham to Bristol			
Weekdays	10:24	20:50	hourly	
Sundays	11:24	20:50	hourly	
45	Cheltenham to Tewkesbury			
Weekdays	07:32	21:30*	8 journeys	Three additional journeys to Coombe Hill and one to Uckington. One additional return journey on Tuesdays and Saturdays * additional 22:15 journey to Uckington on Saturdays
Sundays	15:00	21:30	6 journeys	
45A	Cheltenham to Swindon Village			
Tuesdays and Thursdays	09:12	16:20	4 journeys	
Saturdays	09:12	22:30	5 journeys	
45B	Tewkesbury to Alderton			
Wednesdays and Saturdays only	14:55*	16:30*	2 journeys	* Tewkesbury times
46	Cheltenham to Nailsworth			
Weekdays	08:40	21:25	hourly	First arrival from Stroud only * additional 22:25 journey to Brockworth on Thursdays and Saturdays with a connection to Stroud
Sundays	14:05	21:25	hourly	
47	Cheltenham to Broadway			
Weekdays Winchcombe Broadway	08:45 10:55	20:30 14:15*	6 journeys 2 journeys*	Includes journeys to Broadway *Additional journey on Tuesdays and Fridays at 21:10 running to Broadway on Tuesdays
Sundays Winchcombe Broadway	14:55 19:00	21:00 15:15	4 journeys 1 journey	Includes journeys to Broadway
49	Cheltenham to Gloucester			
Weekdays 06:55 to 08:20 08:30 to 13:00 13:00 to 21:35		22:00	6 journeys Every 15 mins frequent	
Sundays 09:02 13:30 to 22:00	09:02	22:00	single journey Every 12/3 mins	
49A	Cheltenham to Gloucester			
Weekdays	08:40*	21:30	Every 30 mins	*First arrival from Churchdown only
Sundays	14:38	21:10	hourly	

	First Arrival	Last Departure	Frequency	Notes
61, 182	Cheltenham to Swindon			
Weekdays	08:45	21:20	hourly	First arrival from Cirencester only Operates by alternate routes
Sundays	14:40	21:20	hourly	Operates by alternate routes
62	Cheltenham to Tewkesbury			
Weekdays Bishops Cleeve Tewkesbury	07:41 08:17	21:30 21:55	Every 30 mins hourly	Includes journeys on route 62A
Sundays Bishops Cleeve Tewkesbury	14:38 15:10	21:45 21:55	Every 30 mins hourly	Includes journeys on route 62A
62	Priors Park to Aston Cross			
Saturdays Priors Park Aston Cross	10:05* 09:38*	15:48* 16:05*	6 journeys 5 journeys	* Tewkesbury times First and last journeys run to/from Cheltenham
62A	Cheltenham to Tewkesbury			
Weekdays Bishops Park Aerodrome Stoke Orchard Odessa Inn Tewkesbury	07:41 08:17 08:17 09:41 10:38	22:30 22:30 21:45 21:45 18:15	19 journeys 8 journeys 17 journeys 8 journeys 4 journeys	Approx. hourly Approx. two hourly Approx. hourly
Sundays Bishops Park Aerodrome Stoke Orchard Odessa Inn Tewkesbury	14:38 14:38 14:38 15:38 16:38	21:45 21:45 21:45 21:45 18:15	10 journeys 5 journey5 10 journeys 4 journeys 2 journeys	Approx. hourly 2 return journeys Approx. hourly
63	Cheltenham to Dursley			
Mondays to Fridays Birdlip Brimpsfield Caudle Green Cranham Stroud Dursley	08:13 10:05 10:05 14:05 08:38 11:00	20:15 17:05 12:30 17:05 20:15 18:15	12 journeys* 3 journeys 2 journeys 3 journeys 7 journeys 5 journeys	13 on Thursdays Thursdays only Thursdays only Tuesdays and Fridays only Two hourly Two hourly
Saturdays Birdlip Brimpsfield Caudle Green Stroud Dursley	08:13 10:05 10:05 08:38 11:00	21:30 21:30 17:05 20:15 18:30	14 journeys 5 journeys 2 journeys 7 journeys 6 journeys	Two hourly Two hourly
Sundays Birdlip Cranham Stroud Dursley	14:05 14:05 15:00 15:00	20:30 15:05 20:30 18:15	6 journeys 2 journeys 4 journeys 3 journeys	Two hourly Two hourly

	First Arrival	Last Departure	Frequency	Notes
64, 64A	Cheltenham to Evesham			
Weekdays	08:50	21:15	12 journeys	One journey operated direct via Teddington Hands as route 64A Five journeys served Dumbleton instead of Aston-under-Hill
Sundays	14:45	20:15	6 journeys	One journey served Dumbleton instead of Aston-under-Hill
124	Cheltenham to Staunton			
Thursdays	10:21	18:45	2 journeys	
164	Cheltenham to Gloucester via Brockworth			
Weekdays	09:38	21:50	Two hourly	
Sundays	13:38	21:50	Two hourly	
170	Cheltenham to Great Malvern			
Weekdays	11:54	18:10	4 journeys	
Sundays	17:19	18:10	2 journeys	
171	Cheltenham to Oxford			
Weekdays Northleach	10:10	19:00*	9* journeys	Includes Oxford journeys. *Additional journey on Tuesdays and Saturdays at 21:00
Oxford	12:20	18:10	5 journeys	
Sundays Northleach	14:55	19:00	4 journeys	Includes Oxford journeys
Oxford	20:00	18:00	2 journey	
172	Cheltenham to Coleford			
Sundays Only	21:30	14:30	1 journey	

Years of Stability

The years from 1953 through to 1966 were a period when bus services in Cheltenham were largely stable. In 1956 however the Suez crisis was to effect bus services which resulted in an increase of 1/- per gallon in the rate of fuel tax which resulted in an immediate fare rise. This was accompanied by an instruction to cut bus mileage by 10% which resulted in a number of journeys at quieter times being withdrawn, never to be reinstated in many cases. The National Bus Strike for two weeks in July 1957 no doubt contributed to the changes becoming permanent

On the vehicle front new deliveries of Bristol KSWs came to Cheltenham, to be followed by LDs and LSs. In the second half of the period an FS, FLFs and MWs came into use to replace the last of the Ks and Ls. A few new RELH coaches also put in an appearance in the mid 1960s

Right at the beginning of the period, in 1953, the company introduced its first Setright ticket machines at Cheltenham replacing the Bellpunch machines previously used. 1957 was to see the company start to introduce one-man operation and this was accompanied by the use of motor-units to power the ticket machines. By the end of the period all of the singledeck fleet in Cheltenham had been made suitable for one-man operation

1953

During 1953 new **route 62B** was introduced to serve the Tobysfield Road area of Bishops Cleeve. An approximately hourly service was provided on this route between 08:30 and 22:35. Rebodyed Bristol J 2022 may well have arrived in Cheltenham to operate this service

1953 saw the withdrawal of pre-war Ls 2137 and 2139, their places probably being taken by demoted coaches 2191 and 2192. These retained their coach seats and external mouldings at the time they came to Cheltenham, but had been repainted in standard bus livery

Route Summary

By 9/53 Route 62B (Bishops Cleeve)
New route introduced – approximately hourly

1954

By 1954 there had been a few significant changes affecting the routes towards Tewkesbury. Malvern was now served six times a day whilst some journeys to Stoke Orchard were extended to Tewkesbury at peak times on route 45. Additional Saturday morning journeys to Bishops Park were introduced and Bishops Cleeve also gained a Sunday service.

On the vehicle front four new vehicles arrived – these were KSWs 8177 and 8178 and Bristol LSs 2851 and 2852. The LSs are believed to have been used to provide larger vehicles on route 49A, the displaced Ls and Js moving to route 170 to convert it to single deck, as the increased frequency made double deckers unnecessary. The two KSWs would have been for route 29 to enable this lengthy trunk route to be fully operated with vehicles with heaters and platform doors. These new vehicles are likely to have replaced wartime Bristol Ks 3606 and 3609 and KSWs 8001 and 8010 of which at least 8010 transferred to Weston for more appropriate use on Town Services. Utility bodied Bristol J 2036 was also withdrawn, perhaps being replaced by a down-graded dual-purpose J

In addition to the Bristol Omnibus routes Midland Red ran into Cheltenham from Birmingham plus there were a few regular routes operated by Independents plus many once or twice weekly services.

The main routes were as follows

- *Birmingham to Cheltenham via Worcester and Upton-on-Severn (X73) or Pershore (X74) operated by Midland Red*
- *Fossebridge to Cheltenham operated by Harvey's of Chedworth*
- *Stow to Cheltenham operated by Kearsays*
- *Ford/Alderton to Cheltenham via Bishops Cleeve operated by Kearsays*
- *Ford to Cheltenham via Naunton operated by Kearsays*
- *Rissingtons to Cheltenham operated by Pulham's*
- *Hazleton to Cheltenham operated by Perrett's*

Route Summary

By 6/54 Route 45/170 (Tewkesbury/Malvern)
Afternoon school journey to Coombe Hill replaced by a daily journey to Tewkesbury and a new 17:05 journey to Malvern introduced. One mid-evening journey to Tewkesbury extended to Malvern (still numbered 45 as it ran via Priors Park)

Route 47 (Winchcombe/Broadway)
14:00 journey on Sunday to Winchcombe extended to Broadway

Route 49 (Gloucester)
One morning peak journey withdrawn

Route 49A (Gloucester via Churchdown Village)
New 22:30 departures introduced from both Cheltenham and Gloucester

New morning peak journeys introduced to and from Hatherley and The Reddings

Route 62A (Tewkesbury via Stoke Orchard)
07:45 and 17:15 journeys extended from Stoke Orchard to Tewkesbury on Mondays to Fridays

Additional hourly service to Bishops Park introduced on Saturdays until 14:30

Hourly Sunday morning service introduced to Bishops Cleeve or the Aerodrome

Route 63 (Stroud/Dursley)
First morning journey to and from Birdlip withdrawn

1955

There were some increases and some service reductions during the year. Route 47 was extended within Winchcombe to a new housing estate however route 62B to the new estate in Bishops Cleeve was withdrawn probably because it was served by Kearsley's Gotherington service. Also withdrawn were the Saturday journeys to Bishops Park on route 62A. Another new facility was provided by the introduction of route 173 which ran on Saturday, Sundays and visiting days, once daily to Standish House Hospital via Gloucester.

On the vehicle front, routes 61/182 were converted to operation by LDs and Cheltenham probably received a pair of new vehicles (possibly L8252 and L8256) to displace lowbridge Ks, which in turn allowed the withdrawal of the last of the wartime Ks (3605). Also withdrawn was Bristol J 2158, probably as a result of the withdrawal of route 62B

On 15th January 1955 the Bristol Tramways fleet moved from its Montpellier Spa Road garage to the Cheltenham District premises at St Marks near Lansdown Railway Station. Prior to moving in a new garage building was built alongside the existing one and a short while later another containing an automatic bus washer was also added. The site of the new building had previously been an open yard used for the storage of permanent way materials for the tramway. The old Montpellier Garage was transferred to Red & White who used it as a base for their coaches based in the town.

Also in 1955, the new bus station at Royal Well was brought into use with the independent operators joining the Bristol Tramways routes from October

Bus Stands at the Bus Station were as follows

1	49	Gloucester
2	49A	Gloucester
	172	Coleford
	173	Standish House Hospital
3	29	Bristol
	61	Swindon
	182	Swindon
4	63	Stroud/Dursley
5	46	Nailsworth
	164	Gloucester
6	62	Tewkesbury
	62A	Tewkesbury
7	64	Evesham
	64A	Evesham
8	47	Winchcombe/Broadway
	124	Staunton
	171	Oxford
9		
10		
11	45	Tewkesbury
	170	Malvern

Route Summary

By 5/55

Route 47 (Winchcombe/Broadway)

Journey terminating in Winchcombe extended to new estate and one additional Saturday journey to Winchcombe added

Route 49A (Gloucester via Churchdown)

Additional morning peak journey from Churchdown to Gloucester (starting from Cheltenham on Saturdays) added

Route 62A (Tewkesbury via Stoke Orchard)

Two further journeys extended from Stoke Orchard to Tewkesbury

Extra Saturday short journeys to Bishops Park withdrawn

Route 62B (Bishops Cleeve Estate)

Route withdrawn (served by Kearsey's)

Route 63 (Stroud/Dursley)

First morning journey to and from Birdlip reinstated but 08:45 journey to Birdlip/Caudle Green withdrawn. Journey from Caudle Green to Cheltenham on Thursdays and Saturdays replaced by diverting a journey from Stroud

New route 173 (Standish House Hospital)

Route introduced – one trip on Saturdays, Sundays and visiting days

1956

For the summer 1956 **route 172** was running on from Coleford to Symonds Yat in July, August and September, presumably in order boost loadings. It is interesting to note that the return fare from Cheltenham to Coleford was 3/6 whilst it was 5/- for Symonds Yat despite only being a short distance further.

Towards the end of 1956, the Suez Crisis caused the supply of crude oil to be restricted with resultant service cuts. An interesting change saw route 45B extended to form a through Winchcombe to Tewkesbury service operated once daily on Wednesdays and Saturdays. There were a number of other relatively minor adjustments to reduce the level of Sunday and evening services.

At the beginning of the year new LD L8289 arrived in Cheltenham possibly to replacing the last of the wartime Ks, 3605

On 14th December 1956, one of the first LSs, 2851, was involved in a serious accident in Tewkesbury, which resulted in the need for a new front end and chassis frame.

Once it had been repaired it did not return to Cheltenham, its place having been taken by 2889, which had just been delivered.

Route Summary

- By 5/56 Route 45A (Swindon Village)
Saturdays only evening journey withdrawn
Route 46 (Nailsworth)
New early morning trip to and from Brockworth introduced
Route 49A (Gloucester via Churchdown Village)
Additional 08:11 Churchdown to Cheltenham journey introduced replacing short journeys from Badgeworth Turn and Hatherley
Route 62A (Tewkesbury via Stoke Orchard)
Sunday morning journeys between Cheltenham and Bishops Cleeve withdrawn
Route 172 (Coleford)
Extended to Symonds Yat in July, August and September
- 16/12/56 Route 45/170 (Cheltenham/Malvern)
20:20 to Tewkesbury on route 45 extended to Malvern Link on Saturdays however the 22:15 Saturday journey was withdrawn as were the positioning runs associated with the operation of route 45B
Route 45B (Tewkesbury to Alderton)
Route extended from Alderton to Winchcombe and one journey in each direction operated on Wednesdays and Saturdays
Route 46 (Nailsworth)
The early morning return journey to Brockworth was withdrawn but was replaced by an inbound journey on route 164
Route 47 (Winchcombe/Broadway)
One additional journey introduced between Cheltenham and Winchcombe on Wednesdays and Saturdays as positioning journeys for route 45B
Route 49 (Gloucester)
The evening frequency was reduced from every 15 minutes to every 20 minutes on Mondays to Fridays and from every 10 minutes to every 15 minutes on Saturdays evenings and Sunday afternoons
Route 62 (Tewkesbury)
Sunday morning service withdrawn
Route 62A (Tewkesbury via Stoke Orchard)
Number of journeys through to Tewkesbury reduced from eight to four with the services being curtailed at Odessa or Stoke Orchard
Route 64/A (Evesham)
Sunday service reduced to two journeys
Route 164 (Gloucester via Brockworth)
Additional 07:07 Brockworth (GAC) to Cheltenham journey introduced

1957

In the 27th January Cheltenham's allocation on route 61 and 182 to Swindon was transferred to Cirencester with consequent changes to early and late journeys. This also resulted in Cheltenham losing a pair of LDs to other garages.

The cut that was made to the Sunday operation on route 64/A to Evesham was reinstated for the summer but the winter service was partially reduced again, however the other changes made to respond to the Suez crisis became permanent. July was to see a significant enhancement to route 46 between Cheltenham and Shurdington or Brockworth on Thursdays and Saturdays only whilst in September a new route 45C was introduced to Hardwicke on Fridays only.

During the year Cheltenham received several new LSs in the form of 2902, 2903, 2906, 2916 and dual purpose 2921. In addition Bristol LDs L8392 and L8395 were transferred in from Stroud for use on route 171 to Oxford

Route Summary

- 27/1/57 Route 61/182 (Swindon)
Service revised by cutting out certain early Cheltenham to Cirencester sections of route and evening sections to Cheltenham due to transferring Cheltenham operation to Cirencester
- Route 63 (Stroud/Dursley)
Minor adjustments to Brimpsfield and Caudle green journeys on Saturdays
- By 7/57 Route 46 (Nailsworth)
Additional journey introduced on Thursdays and Saturdays between Cheltenham and Shurdington (every two hours) and Cheltenham and Brockworth (every two hours)
- Route 62 (Tewkesbury)
Journeys via Northway Estate renumbered 62B
- Route 63 (Stroud/Dursley)
Cranham Sanatorium journeys now curtailed at Birdlip
- Route 64/A (Evesham)
Sunday service returned to pre Suez Cuts levels
- By 9/57 New route 45C (Hardwicke) introduced
Four journeys, Fridays only
- Route 46 (Nailsworth)
New schools run operated between Woodlands Estate and Naunton Park School
- Route 62A (Tewkesbury via Stoke Orchard)
19:15 journey to Bishops Cleeve withdrawn and 22:30 journey extended to the aerodrome on Fridays and Saturdays
- Route 64A (Evesham)
Sunday service reduced to four journeys for the winter period

1958

Route changes in 1958 were rather limited however recently introduced route 45C was withdrawn whilst alterations to the Town Services resulted in route 45A (Swindon Village) being absorbed by new Cheltenham District route 6 which ran Warden Hill to Swindon Village.

On the vehicle front, Cheltenham received its first example of the new Bristol MW in the form of 2947 which entered service in October as a replacement for rebodied wartime L 2164. Also delivered in the year were LDs L8464, L8467, L8481 and L8482. These (along with L8256 and L8286 which were transferred in) enabled route 49A to be converted to double deck but also replaced Ks 3699, 3703 and 3781. The last Bristol J and Cheltenham, was also transferred to the reserve fleet during the summer whilst Bristol L 2441 moved to Stroud

Route Summary

By 6/58

Route 45/170 (Tewkesbury/Malvern)

13:05 Saturdays only journey to Tewkesbury withdrawn

Route 45A (Swindon Village)

Route withdrawn and replaced by Town Service

Route 45C (Hardwicke)

Route withdrawn

Route 63 (Stroud/Dursley)

One journey diverted via Edgeworth on Wednesdays to replace a working from Stroud

1959

1959 was to be another quiet year as far as route changes were concerned however new route 29B to the Wildfowl Trust at Slimbridge was introduced on Summer Sundays.

Two new vehicles arrived; these were Bristol MW 2959 which replaced Bristol L 2408 in March and LD L8545 which replaced lowbridge K L4100 in December. The introduction of one man operation at Gloucester in March resulted in three Ls coming to Cheltenham (2190, 2398 and 2399) to allow one man fitted LSs 2889 and 2890 and L 2475 to move to Gloucester. 2398 and 2399 did not stay at Cheltenham long as they left at the end of the year without replacement

Cheltenham Country Fleet 1/59

2192	KHW 341	1948 Bristol L6B	E.C.W. B35R
2408	LHW 914	1949 Bristol L6B	E.C.W. B35R
2475	MHW 986	1950 Bristol L5G	E.C.W. B35F
2852	PHW 942	1954 Bristol LS5G	E.C.W. B45F
2861	PHW 951	1953 Bristol LS6B	E.C.W. C39F
2889	XHW 405	1956 Bristol LS5G	E.C.W. B45F
2890	XHW 406	1956 Bristol LS5G	E.C.W. B45F
2902	XHW 418	1957 Bristol LS5G	E.C.W. B45F
2906	XHW 422	1957 Bristol LS5G	E.C.W. B45F
2916	YHY 74	1957 Bristol LS5G	E.C.W. B45F
2921	YHY 79	1957 Bristol LS5G	E.C.W. DP41F
2947	937 AHY	1958 Bristol MW5G	E.C.W. B45F
3669	JHT 118	1946 Bristol K6A	1948 E.C.W. H31/28R
3707	KHY 390	1948 Bristol K5G	E.C.W. H30/26R
3708	KHY 747	1948 Bristol K6B	E.C.W. H30/26R
3744	LAE 718	1948 Bristol K6B	E.C.W. H30/26R
L4100	KHU 621	1947 Bristol K6A	E.C.W. L27/28R
L4122	LHU 518	1948 Bristol K6A	E.C.W. L27/28R
8026	NAE 58	1951 Bristol KSW6B	E.C.W. H32/28R
8081	OHY 944	1952 Bristol KSW6B	E.C.W. H32/28RD
8177	SHW 347	1954 Bristol KSW6G	E.C.W. H32/28RD
8178	SHW 348	1954 Bristol KSW6G	E.C.W. H32/28RD
L8256	THW 746	1955 Bristol LD6B	E.C.W. H33/25RD
L8286	UHY 415	1956 Bristol LD6G	E.C.W. H33/25RD
L8289	UHY 418	1956 Bristol LD6G	E.C.W. H33/25RD
L8392	WHY 933	1956 Bristol LD6G	E.C.W. H33/25RD
L8395	WHY 948	1956 Bristol LD6G	E.C.W. H33/25RD
L8464	YHT 960	1958 Bristol LD6B	E.C.W. H33/25RD
L8467	833 CHU	1958 Bristol LD6B	E.C.W. H33/25RD
L8481	837 CHU	1958 Bristol LD6G	E.C.W. H33/25RD
L8482	838 CHU	1958 Bristol LD6G	E.C.W. H33/25RD

Route Summary

- By 6/59 new route 29B introduced
One trip on Sundays only between Easter and September
Route 45 (Tewkesbury)
Additional Saturday evening journey introduced to Tewkesbury at 22:30
Route 46 (Nailsworth)
16:50 Thursdays only to Shurdington withdrawn
Route 49A (Gloucester via Churchdown)
17:15 departure from Cheltenham added on Mondays to Fridays
Route 62A (Tewkesbury via Stoke Orchard)
Two journeys to Stoke Orchard/Odessa Inn extended through to Tewkesbury
- By 9/59 Route 64/A (Evesham)
Route 64 journey now runs as 64A on Wednesdays and Saturdays

Vehicle Summary

- 2959 New to Cheltenham 3/59 replacing Bristol L 2408
L8545 New to Cheltenham 12/59 replacing L4100
2190 to Cheltenham 3/59 from Gloucester in exchange for Bristol LS 2889
2398 to Cheltenham 3/59 from Gloucester in exchange for Bristol LS 2890
2399 to Cheltenham 3/59 from Gloucester in exchange for Bristol L 2475
L4115 to Cheltenham 3/59 replacing Bristol K 3707
2860 to Cheltenham 3/59 for summer service
3790 to Cheltenham replacing 3708
2860 out by 12/59 after summer service
2398 out 12/59 without replacement
2399 out 12/59 without replacement

1960

On 7th March 1960 the local railway passenger service between Cheltenham and Honeybourne was withdrawn and to replace it two new journeys in route 47 were introduced. These continued beyond the previous terminus of this route at Broadway through to Honeybourne. There had been seven rail journeys however just these two bus journeys were deemed necessary, perhaps to provide for journeys to school. In order to provide a vehicle for this additional work Cheltenham appears to have received Bristol LS coach 2860 which was probably used to replace a bus on contract work and provide a vehicle for summer coach work. Another LS coach would arrive later in the year also displacing a double decker.

April saw the arrival one of four new closed top FSs delivered to the company. This was L8548 and was used to replace Bristol K 3669

By July alternate journeys on route 46 to Nailsworth were extended through to Avening as a replacement for two hourly Stroud to Avening route 459. In addition to these changes there were a few other service reductions undertaken by November including some curtailment on route 62A to Tewkesbury via Stoke Orchard

Route Summary

- By 7/3/60 Route 47 (Winchcombe/Broadway)
Two new journeys introduced on weekdays at 05:55 and 16:30 extending through to Honeybourne to replace rail service
- By 7/60 Route 46 (Nailsworth)
Extended every two hours from Nailsworth to Avening
Route 63 (Birdlip/Stroud/Dursley)
Late Saturday evening Birdlip and Stroud journeys combined
- By 10/60 Route 45 (Tewkesbury)
Two Thursdays and Saturdays short journeys to Coombe Hill now run every weekday
Route 62A (Tewkesbury via Stoke Orchard)
One journey to Tewkesbury withdrawn
The four journeys to Odessa Inn curtailed at Tredington (two journeys) or Stoke Orchard (two journeys)
Bishops Cleeve Aerodrome no longer served

Vehicle Summary

L8548 New to Cheltenham 4/60 replacing Bristol K 3669
L4117 to Cheltenham 4/60 from Reserve fleet in exchange for Bristol K 3790
2860 to Cheltenham 4/60 for summer service
2903 to Cheltenham 10/60 replacing Bristol L 2192
3688 out 11/60 without replacement
2865 to Cheltenham 11/60 replacing lowbridge Bristol K L4115

1961

The year was extremely quiet as far as service changes went as nothing of any note took place and very little happened to the vehicle fleet either as no new vehicles came to Cheltenham. The introduction of two new schools journeys in the Tewkesbury area saw the need for two extra vehicles. One of these was as a result of Elmbury Girls School being relocated from the centre of Tewkesbury

One minor change saw the dual-purpose vehicles renumbered from 2000 upwards with LS 2921 becoming 2003 and the coaches being renumbered from 2050 upwards. 2860, 2861 and 2865 therefore became 2082, 2083 and 2087

Route Summary

By 7/61 Route 62 (Tewkesbury)
New school journeys introduced between Tewkesbury and Elmbury Girls School at Newtown (a.m. and p.m.) and between Northway Estate and Ashchurch Primary School (a.m. only)

Vehicle Summary

L8248 to Cheltenham 7/61 as an additional vehicle for School services in Tewkesbury
L8280 to Cheltenham 9/61 replacing Bristol K 3744
2942 to Cheltenham 11/61 swapped with Stroud for LD L8280
3684 to Cheltenham 12/61 replacing lowbridge K L4117
3688 to Cheltenham 9/61 as an additional vehicle
2473 to Cheltenham 11/61 as an additional vehicle as an additional vehicle for School services in Tewkesbury

1962

There were significant fleet changes in the year with the delivery of Cheltenham's first front-entrance double deckers, three FLFs 7024, 7031 and 7032 (supported by 7030, 7033 and 7034 at Gloucester) for use on route 49. They replaced Bristol Ks, the last of which had left Cheltenham by the end of the year. The introduction of larger vehicles to route 49 was accompanied by a reduction of the Sunday frequency to every 20 minutes

Also new to Cheltenham was Bristol MW 2542 which replaced the garage's last Bristol L 2190 which had latterly tended to operate a contract service to British Nylon Spinners at Brockworth.

The introduction of the new journeys on route 62B enabled the school journeys to Elmbury and Ashchurch Schools to be cancelled and also enabled a run from Priors Park to Northway and back to Tewkesbury Town Centre to be introduced which was the only Mondays to Fridays journey to Priors Park which only served by the 62B on Saturdays. During the rest of the time it was served by route 45.

Another change saw Thursdays only route 124 diverted to serve Staverton Village

Route Summary

By 9/62

Route 49 (Gloucester)

Sunday service reduce from every 15 to every 20 minutes

Route 62A (Tewkesbury via Stoke Orchard)

One journey extended from Tredington to Tredington Hospital on Wednesdays and Sundays

Route 62B (Tewkesbury via Ashchurch)

Addition morning peak and mid-afternoon journeys introduced replacing school journeys to Elmbury and Ashchurch Schools

Route 124 (Staunton)

Diverted to serve Staverton Village

Vehicle Summary

7024 new 2/62 replacing Bristol K 3688

7031 new 2/62

7032 new 2/62

L8262 from Stroud 7/62 in exchange for Bristol K L4122

2542 new 9/62 replacing Bristol L 2190

2083 stored 10/62 after summer service

2087 out 10/62 after summer service

2102 to Cheltenham 12/62 replacing Bristol K 3684

1963

Very few service alterations happened in 1963 however routes 29B,45, 45B, 47, 63, 124 and 170 to 173 were identified in the September timetable as being wholly or partly one-man operated. Additional early LDs came to Cheltenham in March and replaced the last open-platform vehicle in the local fleet (KSW 8026) whilst a new MW arrived in September to replace 2916 which moved to Gloucester. By April the coach fleet was made up of two LSs, 2082 and 2083 which were supplemented for the summer by 1959 MW 2106

Route Summary

By 6/63 Route 46 (Nailsworth)
Late evening journey (ThSO) to Brockworth withdrawn
Route 164 (Gloucester via Brockworth)
Additional evening journey to Shurdington introduced on Thursdays and Saturdays and last journey now later

Vehicle Summary

L8249 to Cheltenham 3/63 replacing Bristol KSW 8026
L8292 to Cheltenham 3/63 probably replacing a reserve fleet vehicle
2082 returned to traffic by 5/63 replacing Bristol LS coach 2102
2106 to Cheltenham 7/63 for summer service
2586 new to Cheltenham 9/63 probably replacing Bristol LS 2916
Bristol LS coach 2083 out by 10/63 probably at the end of summer service

1964

Again there were very few route alterations and the only notable fleet alterations involved the coaches. By October all the LS coaches had gone and in their place Cheltenham had received one of the new RELHs plus three MWs including virtually new ex United Welsh 2135

Route Summary

By 6/64 Route 29 (Bristol)
Two journeys in each direction diverted via Bamfurlong Lane
Route 164 (Gloucester via Brockworth)
21:50 (ThSO) to Shurdington withdrawn
9/64 Route 172 (Coleford/Symonds Yat)
Service withdrawn in winter

Vehicle Summary

2135 to Cheltenham by 10/64 replacing Bristol LS coach 2082
2119 to Cheltenham by 10/64 replacing MW coach 2106
2108 to Cheltenham by 10/64 for summer service
2113 to Cheltenham by 10/64 for summer service
8183 to Cheltenham 1/12/64 replacing Bristol KSW 8081
Bristol MW coach 2108 out 12/64 without replacement

1965

Cheltenham received five new FLFs (7179/83/93, 7214/24) and two new MWs (2604/23) in 1965. These, together with an LD that was transferred in replaced Cheltenham's three surviving KSWs and its two oldest LSs. Two early LDs were also replaced by the new stock.

There were few route changes but an additional journey on route 49 resulted in the need for a new FLF which seems to have replaced a coach. Otherwise route changes were still very limited

One other change occurred in the bus fleet in 1965, this was the transfer of 2902 to the Reserve Fleet on 17th December without replacement.

The coach fleet was affected by a number of changes through the year. In March, 2113 was replaced by 2142 (BHU 96C), which was a new MW6G with a bus shell body that was part of an order diverted from Eastern National. However in June it was replaced by ex United Welsh MW6G no 2136 (280 ECY) thus bringing both of this batch together at Cheltenham. This was absent for a few months at the end of the year during which its place was taken by 2128 (974 WAE) a 1964 RELH6G with 47-seat bodywork

Cheltenham Country Fleet 1/65

2003	YHY 79	1957 Bristol LS5G	E.C.W. DP41F
2113	406 LHT	1961 Bristol MW6G	E.C.W. C39F
2119	865 UAE	1964 Bristol RELH6G	E.C.W. C47F
2135	279 ECY	1963 Bristol MW6G	E.C.W. C39F
2542	377 MHU	1962 Bristol MW5G	E.C.W. B45F
2586	946 RAE	1963 Bristol MW5G	E.C.W. B45F
2852	PHW 942	1954 Bristol LS5G	E.C.W. B45F
2890	XHW 406	1956 Bristol LS5G	E.C.W. B45F
2902	XHW 418	1957 Bristol LS5G	E.C.W. B45F
2903	XHW 419	1957 Bristol LS5G	E.C.W. B45F
2906	XHW 422	1957 Bristol LS5G	E.C.W. B45F
2942	932 AHY	1958 Bristol MW5G	E.C.W. B45F
2947	937 AHY	1958 Bristol MW5G	E.C.W. B45F
2959	979 DAE	1959 Bristol MW5G	E.C.W. B45F
7024	819 MHW	1962 Bristol FLF6B	E.C.W. H38/32F
7031	826 MHW	1962 Bristol FLF6B	E.C.W. H38/32F
7032	827 MHW	1962 Bristol FLF6B	E.C.W. H38/32F
8177	SHW 347	1954 Bristol KSW6G	E.C.W. H32/28RD
8178	SHW 348	1954 Bristol KSW6G	E.C.W. H32/28RD
8183	SHW 353	1954 Bristol KSW6G	E.C.W. H32/28RD
L8248	THW 738	1955 Bristol LD6B	E.C.W. H33/25RD
L8249	THW 739	1955 Bristol LD6B	E.C.W. H33/25RD
L8256	THW 746	1955 Bristol LD6B	E.C.W. H33/25RD
L8262	THW 752	1955 Bristol LD6B	E.C.W. H33/25RD
L8286	UHY 415	1956 Bristol LD6G	E.C.W. H33/25RD
L8289	UHY 418	1956 Bristol LD6G	E.C.W. H33/25RD
L8292	UHY 421	1956 Bristol LD6G	E.C.W. H33/25RD
L8392	WHY 933	1956 Bristol LD6G	E.C.W. H33/25RD
L8395	WHY 948	1956 Bristol LD6G	E.C.W. H33/25RD
L8464	YHT 960	1958 Bristol LD6B	E.C.W. H33/25RD
L8467	833 CHU	1958 Bristol LD6B	E.C.W. H33/25RD
L8481	837 CHU	1958 Bristol LD6G	E.C.W. H33/25RD
L8482	838 CHU	1958 Bristol LD6G	E.C.W. H33/25RD
L8545	435 FHW	1959 Bristol LD6G	E.C.W. H33/25RD
L8548	438 FHW	1960 Bristol FS6G	E.C.W. H33/27RD

Route Summary

By 9/65 Route 46 (Nailsworth/Avening)
Additional Mondays to Fridays journey from Cheltenham to Brockworth introduced at
16:15
Route 49 (Gloucester)
New peak hour journey from Cheltenham to Gloucester introduced at 08:15

Vehicle Summary

2604 new 2/65 replacing Bristol LS 2852
7179 new 2/65 for new peak hour journey to Gloucester on route 49
7183 new 3/65 replacing KSW 8177
2142 new 4/65 replacing MW coach 2113
7193 new 6/65 replacing 8178
RELH 2119 out without replacement 6/65
2136 to Cheltenham 6/65 replacing MW coach 2142
2623 new 7/65 replacing LS 2890
L8282 to Cheltenham 8/65 replacing KSW 8183
7214 new 10/65 replacing LD L8256
2128 to Cheltenham 10/65 replacing MW coach 2136 transferred out in 8/65
7224 new 11/65 replacing LD L8289
2136 returned to Cheltenham 12/65 in exchange for 2128
2902 out without replacement 17/12/65

1966

By January there had been some reductions in frequency on route 49 to Gloucester along with a few economies elsewhere. In particular route 63 to Dursley was split at Stroud and a reduced frequency was introduced.

In June **route 171** was withdrawn between Burford and Oxford and the short journeys to Northleach were withdrawn, which resulted in one LS being made redundant. Other vehicle changes had seen the arrival of FLF 7240 on January replacing an LD, whilst in April a number of country FLFs from around the fleet were moved to Lawrence Hill to upgrade the Country Services contribution to cross boundary Bristol City Services. This displaced KSWs with platform-doors to the country fleet and as part of this Cheltenham lost 7179 to Lawrence Hill and gained L8486 from Marlborough Street in exchange

In May RELH 2119 was moved away to Weston without replacement

In August 1966 dual-purpose LS 2003 was downgraded to bus as 2921 but remained at Cheltenham, Stroud gaining a dual-purpose vehicle instead, perhaps in relation to new Severn Bridge route 415

By September the journeys on **route 46** that terminated at Nailsworth were now extended to Forest Green to supplement local route 454.

Route Summary

- 23/1/66 Route 45 (Tewkesbury)
Two Thursdays and Saturdays short workings from Cheltenham to Tewkesbury withdrawn
- Route 49 (Gloucester)
Mondays to Fridays morning peak frequency reduced from every 10 minutes to every 12 minutes
Weekday afternoon frequency reduced from every 10 minutes to every 12 minutes
Sunday service reduced to two journeys per hour
- Route 62A (Tewkesbury via Stoke Orchard)
Additional morning peak journey introduced to Stoke Orchard replacing was presumably a dead journey previously
- Route 63 (Stroud/Dursley)
Service split at Stroud (except on Sundays) and slight reduction in frequency including the withdrawal of off-peak short journeys from Cheltenham to Cranham
- 26/6/66 Route 171 (Oxford)
Service curtailed at Burford and short journeys to Northleach withdrawn (except one on Sundays)
- 18/9/66 Route 46 (Nailsworth/Avening)
Journeys terminating at Nailsworth extended to Forest Green
- Route 63 (Stroud/Dursley)
Dursley section of route transferred to service 415

Vehicle Summary

- 7240 new 1/66 replacing LD L8262
L8483 to Cheltenham 4/66 replacing FLF 7179
2903 out without replacement 26/6/66 due to alterations on route 171

THE YEARS OF CUT BACKS AND CHANGES – 1967 to 1983

The period started with the renumbering of all services in the Cheltenham Area in the 5XX series along with the introduction of the first 36ft RELL and RELH buses to replace double deckers with single deckers suitable for one-man operation. At the same time vehicles in the Northern Area of Bristol Omnibus began to receive new all yellow fleetnumber plates . In October 1970 those on Cheltenham based vehicles had the background of the last two digits painted tangerine to denote the allocation. One man-operation of 36ft single-deckers started in the Cheltenham area in 1969 and gradually all single deckers started to receive a revised livery with most of the area under the windows being painted cream.

1969 was to see the creation of the National Bus Company which from 1972 onwards would result in vehicles appearing in NBC leaf-green with wide waistband. As a consequence of creation of the National Bus Company, the Leyland National was developed. This was available in both 10.3m and 11.3m lengths, Cheltenham receiving its first examples of both lengths in the summer of 1975

Small scale cut backs were to continue until in the Summer of 1971 more major service reductions occurred which included Cheltenham losing its direct link with Bristol along with withdrawal and reduction of many other services . Service cuts continued remorselessly through the period culminating in the Market Analysis Project of 1981/2 which saw a complete review of the network along with a substantial reduction in vehicle requirements.

Cheltenham District Traction had ceased to be a separate operation in 1980 with the result of the Country and Town fleets merging along with a series of major service reviews over a very short timespan.

1983 was the last year of operation by Bristol Omnibus in Cheltenham as the Northern Area of the company was transferred to a new concern within the National Bus Company called the Cheltenham and Gloucester Omnibus Company Ltd. This was part of the NBCs policy of dividing its larger subsidiaries up into smaller locally managed units. This change took effect from 11th September 1983 and the story of the new operator in Cheltenham is told in the next section.

1967

At the beginning of 1967 the Cheltenham Country fleet was made up as follows:

2	Bristol LSs	2906/21
7	Bristol MWs	2542/86, 2604/23, 2942/47/59
13	Bristol LDs	L8248/9/82/6/92, 8392/5, 8464/7/81-3, 8545
1	Bristol FS	L8548
8	Bristol FLFs	7024/31/2, 7183/93, 7214/24/40
2	Bristol MW coaches	2135/6

Things remained fairly constant until 25th June when the introduction of the new timetable resulted in L8249 being transferred to Gloucester without replacement, possibly as a result of revising the route 171 duties and linking them to a peak hour operation on another route (possibly the 47) thus saving a vehicle

More significant changes were to happen on the 1st July when the first two Bristol RELs (1009 and 1010) arrived in the fleet to replace L8248, which was moved to Hanham and L8548, which was transferred to the Gloucester City fleet.

The small coach fleet had been subject to a number of changes in the year with 2135 being replaced by 1955 LS no 2102 (THY 954) in May. This was however quickly replaced by the arrival brand new dual-purpose Bristol RELH 2042 (KHW 311E). This did not stay at Cheltenham for long either, as by November 2135 had come back however 2136 was replaced by 2141 (BHU 95C) in December

25th June saw all Northern Area route renumbered into a new three-figure system with the Cheltenham routes all being renumbered into the 5xx series.

The routes were now as follows:

524	<i>ex 124</i>	Cheltenham to Staunton
527	<i>ex 47</i>	Cheltenham to Honeybourne via Winchcombe
529	<i>ex 29</i>	Cheltenham to Bristol via Gloucester and Berkeley
531	<i>ex 171</i>	Cheltenham to Burford
533	<i>ex 173</i>	Cheltenham to Standish Hospital
539	<i>ex 64</i>	Cheltenham to Evesham via Teddington Hands
540	<i>ex 64A</i>	Cheltenham to Evesham via Bredon
541	<i>ex 62</i>	Cheltenham to Tewkesbury via Aston Cross
542	<i>ex 62B</i>	Cheltenham to Tewkesbury via Aston Cross and Northway
543	<i>ex 62A</i>	Cheltenham to Tewkesbury via Stoke Orchard
544	<i>ex 45B</i>	Winchcombe to Tewkesbury
545	<i>ex 45</i>	Cheltenham to Tewkesbury via Coombe Hill and Priors Park
546	<i>ex 170</i>	Cheltenham to Malvern Link via Coombe Hill and Tewkesbury
547	<i>ex 49A</i>	Cheltenham to Gloucester via Churchdown Village and Parton Rd
548	<i>ex 49A</i>	Cheltenham to Gloucester via Churchdown Village and Pirton Ln
549	<i>ex 49</i>	Cheltenham to Gloucester via Main Road
550	<i>ex 164</i>	Cheltenham to Gloucester via Brockworth
561	<i>ex 61</i>	Cheltenham to Swindon via Cirencester and Ashton Keynes
562	<i>ex 182</i>	Cheltenham to Swindon via Cirencester and Latton
563	<i>ex 63</i>	Cheltenham to Stroud via Birdlip
564	<i>ex 46</i>	Cheltenham to Avening or Forest Green via Painswick, Stroud and Nailsworth

In the run up to the renumbering of the routes vehicles with one piece indicators were either fitted with 'T-style' equipment or they had their indicator reduced to a single line displaying both destination and route number. Details of the changes were as follows

2003 fitted with single line indicator by 1965
2902 fitted with single line indicator by 1966
2903 fitted with single line indicator by 1965
2906 fitted with single line indicator by 1966
8177 fitted with "T-type" indicator by 1965
8178 fitted with "T-type" indicator by 1965
8183 fitted with "T-type" indicator by 1965
L8248 fitted with "T-type" indicator by 1965
L8249 fitted with single line indicator in 1966 and later fitted with "T-type" indicator
L8282 fitted with "T-type" indicator by 1965
L8286 fitted with single line indicator by 1965
L8289 fitted with single line indicator in 1966
L8292 fitted with single line indicator by 1965
L8392 fitted with single line indicator by 1965 and later fitted with "T-type" indicator
L8395 fitted with single line indicator by 1965 and later fitted with "T-type" indicator
L8464 fitted with single line indicator by 1965 and later fitted with "T-type" indicator

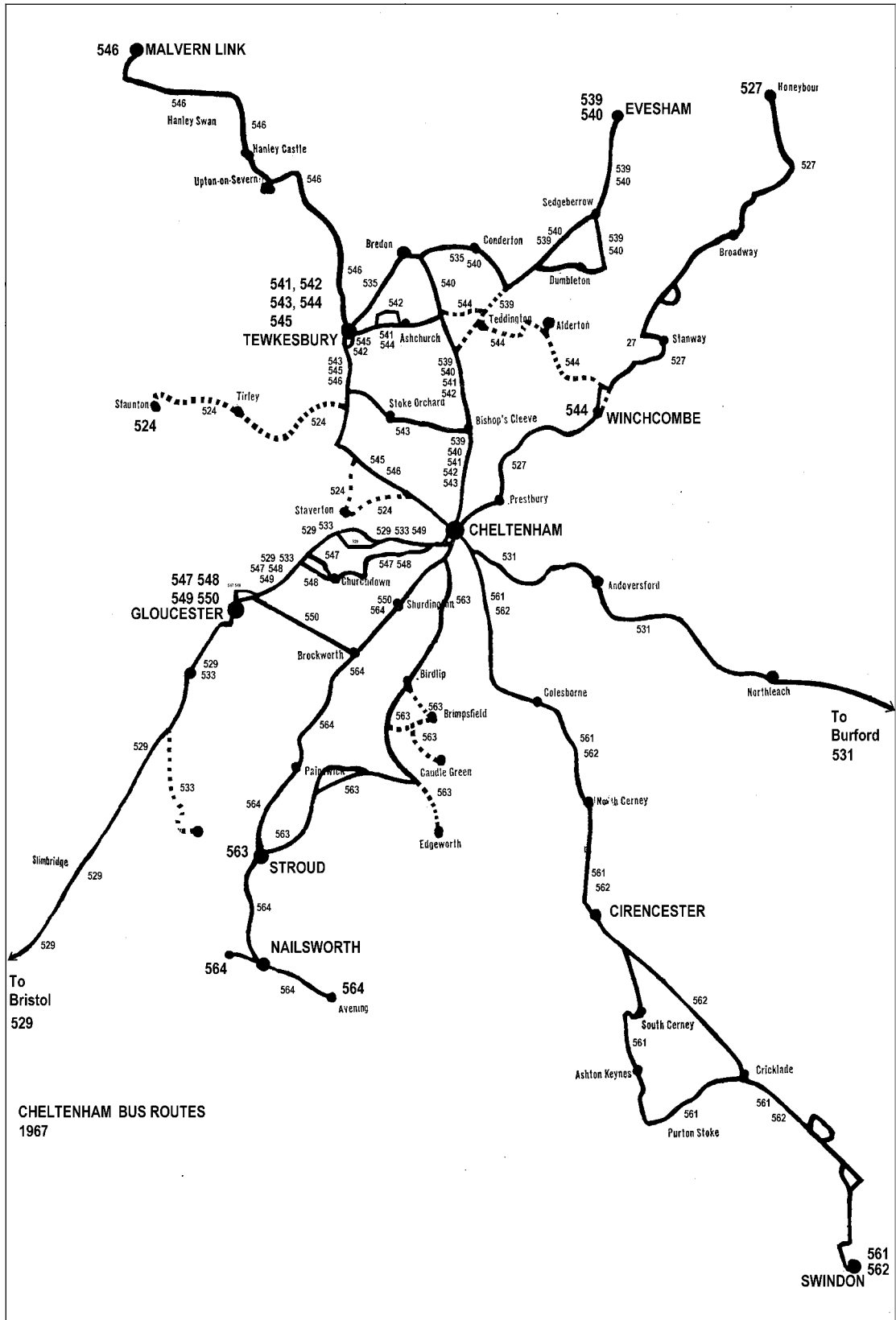
Route Summary

22/1/67 Route 29B (Slimbridge)
This summer only route was not to be reinstated for the 1967 season
Route 61 (Swindon)
Saturday evening journey from Cirencester to Cheltenham and return, withdrawn
Route 172 (Symonds Yat)
This summer only route was not to be reinstated for the 1967 season

25/6/67 *All Routes renumbered*

Vehicle Summary

01/05/67 LS coach 2102 to Cheltenham replacing MW coach 2135
01/06/67 RELH DP 2042 **new** replacing LS coach 2102
25/06/67 LD L8249 out without replacement
01/07/67 RELL 1009 **new** replacing LD L8248
RELL 1010 **new** replacing FS L8548
01/10/67 RELH DP 2042 out without replacement at end of summer season
01/11/67 MW 2548 to Cheltenham replacing LS 2906
MW coach 2135 to Cheltenham as an extra vehicle
01/12/67 MW coach 2141 to Cheltenham replacing MW coach 2136



1968

The coach fleet saw changes at the beginning of the year, with both the vehicles 2135 and 2141 being moved away in January, their places being taken by RELHs 2118 (864 UAE) and 2133 (979 WAE)

The reserve fleet was disbanded in March resulted in Cheltenham gaining two LSs on its allocation. There was subsequently a number of short term movements in LSs through the early spring until MW 2997 arrived in March

Two further Bristol RELHs arrived in March 1968. These were 1064 and 1065 and allowed L8282 to move to Bath and L8395 to Gloucester. 1065 did not stay long at Cheltenham as it collided with a lorry in October, which resulted in it being out of service for 18 months. It did not return to Cheltenham, its place initially being taken by the return of a KSW to the fleet. This was 8186, which had been in the Reserve Fleet and dated from 1954. Its stay was very short as by the end of the year it had been swapped for another RELH, no 1006 of Marlborough Street.

Two new RELH dual purpose vehicles, 2050 and 2052 arrived at the beginning of April belatedly replacing LD L8292 and RELH coach 2118. The end of summer service saw RELH coach 2132 arrive in Cheltenham to replace MW 2947 which moved to Hanham

It had been intended that Cheltenham should receive three further new RELHs at the end of 1968. These were 1093 to 1095, however they were more urgently needed for use in Bristol where they were used to convert BJS route 83 to o.m.o. In order to give Cheltenham an additional RELH, FLF 7183 was exchanged for Swindon's RELH no 1069.

A few route changes took place in 1968, the most noticeable of which was the withdrawal of route 524 from Cheltenham to Staunton on 17th March. The Staverton section of this route was covered by the diversion of two journeys in each direction on routes 545 and 546 via the village on Thursdays. These changes also saw all journeys on route 541, diverted via Northway, thus it was absorbed by the 542 whilst an additional morning peak journey was introduced from Gloucester to Cheltenham on route 550. These changes were accompanied by reductions to Sunday services on the Tewkesbury area routes which resulted in only two journeys running to Malvern whilst route 542 was reduced to every 90 minutes. The 543 also ceased to run beyond Stoke Orchard on Sundays. Route 563 also saw reductions with the loss of the Saturday evening late journeys and the reduction of the Sunday service to just two journeys through to Cheltenham

Route Summary

17/03/68 Route 524 (Staunton)
Route withdrawn
Routes 541/2 (Tewkesbury via Ashchurch)
All journeys on route 541 changed to 542
15:10 journey from Cheltenham to Tewkesbury advanced to 14:05 and extended to Beckford on route 535. New short journey from Northway to Tewkesbury introduced to cater for School Children previously carried on the 15:10 ex Cheltenham
Sunday service reduce from hourly to approx. every 90 minutes
Route 543 (Tewkesbury via Stoke Orchard)
15:05 journey from Cheltenham to Tewkesbury advanced to 14:55 to enable to work from Northway to Tewkesbury on route 542
Sunday service withdrawn beyond Stoke Orchard
Routes 545/6 (Tewkesbury/Malvern)
Two journeys diverted via Staverton on Thursdays
Sunday service to Malvern reduced from four to two trips
Route 550 (Gloucester via Brockworth)
Extra morning peak trip from Gloucester to Cheltenham introduced on Mondays to Fridays
Route 563 (Stroud via Birdlip)
Late evening Saturdays only journey withdrawn
Sunday service reduced to two journeys

Vehicle Summary

01/01/68 RELH coach 2118 to Cheltenham replacing MW coach 2135
RELH coach 2133 to Cheltenham replacing MW coach 2141
01/02/68 LS 2848 to Cheltenham following disbanding of Reserve Fleet
LS 2899 to Cheltenham following disbanding of Reserve Fleet but temporarily replacing LD L8292
01/03/68 RELL 1064 **new** to Cheltenham replacing LD L8282
RELL 1065 **new** to Cheltenham replacing LD L8395
LS 2836 to Cheltenham replacing LS 2899
17/03/68 LS 2890 to Cheltenham replacing LS 2836
MW 2997 to Cheltenham replacing LS 2848
01/04/68 RELH 2050 **new** to Cheltenham replacing LS 2890
RELH 2052 **new** to Cheltenham probably belatedly replacing LD L8292
04/04/68 LS 2890 to Cheltenham replacing RELH coach 2118
01/10/68 KSW 8186 to Cheltenham replacing accident damaged RELL 1065
RELH coach 2132 to Cheltenham replacing MW 2947
Unknown MW 2588 to Cheltenham as an extra vehicle
27/10/68 LD L8544 to Cheltenham replacing MW 2588
01/12/68 RELL 1069 to Cheltenham replacing FLF 7183
Unknown RELL 1006 to Cheltenham replacing KSW 8186
MW 2588 to Cheltenham replacing LD L8544

1969

No new vehicles were delivered to Cheltenham in 1969 however two RELs were transferred in as reckon pence for the new vehicles that should have come at the end of 1968. These were 1011 and 1013, which were both transferred from Swindon in February. One was a direct swap with Swindon which received L8467 in return whilst the was part of a rather complex reshuffle in which MW 2997 was transferred to Weston where it replaced an LD to Gloucester, which in turn sent FLF 7179 to Swindon, which enabled an RE to be released to Cheltenham.

At the end of June LS 2890 was withdrawn and replaced by MW 2954 which was transferred in from Lawrence Hill. 2890 was however reinstated on 18th July but was moved to Gloucester in November. This was to cover for Cheltenham District and Gloucester City REs away being modified to dual door and was swapped for 2894 which arrived in November

Other changes saw another swap with Swindon in September, which resulted in 1070 coming to Cheltenham in exchange for RELH 2052 whilst the other dual purpose RE 2050 was swapped for L8542 from Stroud. L8481 to L8483 left Cheltenham, probably replaced indirectly by the LSs that were added to the allocation in 1968 and MW 2626. Finally, in December, 1010 was transferred to Bath and replaced by 1036, which arrived from Gloucester.

A very noticeable change started to affect the single deck fleet in May. This was the introduction of a new livery for one-man operated vehicles, which involved the painting of the lower panels in cream. The first Cheltenham vehicle to be dealt with was MW 2604, the remainder of the single deckers gradually appearing in the new livery over the next few years.

Repaint into Green/Cream one man livery

2604	May-69	1006	Feb-70	2921	n/a out May-70
2942	Jul-69	1009	Feb-70	1064	Jun-70
1011	Sep-69	2894	n/a out Feb-70	2626	Jul-70
2542	Nov-69	2959	Feb-70	2588	Dec-70
1013	Jan-70	2954	Mar-70	2548	Feb-71
1069	Jan-70	1036	Apr-70		
1070	Jan-70	2623	Apr-70		

Journey times were extended in June on the 542 and 543 and on the 561 and 562 presumably due to the introduction of one-man operation using Cheltenham and Swindon's recently allocated fleet of RELs. The extended journey times on the Tewkesbury group of service meant that some journeys were taken off as there was no longer sufficient turn round time available.

The Evesham services also suffered cutbacks with reductions to both weekday and Sunday workings. This would save one vehicle and probably was the cause of L8483 being transferred away in August

There were several route changes in including the diversion of all weekday journeys on route 529 via the newly opened Golden Valley Bypass with the exception of the first morning departure from Cheltenham and all arrivals and departures after 18:00. The diverted journeys were renumbered 530 whilst 529 continued to be used by all

journeys following the original route. Sunday services continued to run as 529. The two 529 journeys that were diverted via Bamfurlong were replaced by diverting two journeys on the 549 instead.

Route Summary

- 15/06/69 Route 539/40 (Evesham)
Route 539 withdrawn, all journeys now operating as 540
Weekday service reduced from 12 journeys to nine journeys, three of which were operated by Bristol Omnibus.
Sunday service reduced to from four to two journeys all operated by Bristol Omnibus
Routes 542/3 (Tewkesbury)
Timetable revised with slight reduction in journeys and extended journey times possibly due to introduction of one-man operation
Route 546 (Malvern)
One journey in each direction diverted via Ripple on Wednesdays
Route 561/2 (Swindon)
Journey times extended possibly due to introduction of one-man operation
Sunday service reduced from hourly to two-hourly
- 12/10/69 Route 529 (Bristol)
Most weekday journeys diverted via Golden Valley Bypass and renumbered 530
First morning journey, evening and Sunday services continue to operate as route 529
Route 549 (Gloucester)
Two journeys diverted via Bamfurlong to replace route 529

Vehicle Summary

- 01/02/69 REL 1011 to Cheltenham replacing MW 2997
RELL 1013 to Cheltenham replacing LD L8467
- Unknown (6/69?) RELH 2050 displaced probably as a result of reductions to route 540
LD L8542 to Cheltenham replacing LD L8481
LD L8482 probably replaced by one of the former reserve fleet LSs
MW 2626 to Cheltenham replacing L8483
- 01/07/69 MW 2954 to Cheltenham replacing LS 2890
- 18/07/69 LS 2890 reinstated at Cheltenham to cover for programme of conversion of Cheltenham District RELs to dual-door
- 01/09/69 REL 1070 to Cheltenham replacing RELH dual-purpose 2052
- 01/10/69 RELH coach 2132 out without replacement at end of summer season
- 01/11/69 RELH coach 2129 replacing RELH coach 2119
- 11/11/69 LS 2894 swapped for LS 2890
- 12/69 REL 1036 to Cheltenham replacing REL 1010

1970

No route changes were to occur in 1970 however a significant change was the end of coaching work presumably in favour of Black & White who were of course now also part of the National Bus Company. This resulted in the last pair of RELHs leaving Cheltenham on 21st May

The year was another relatively quiet one as far as the fleet was concerned. Like 1969, no new vehicles arrived and in fact only three vehicles joined the allocation despite ten vehicles moving elsewhere. This was the first sign of the economies that were to affect the fleet over the coming years. During the year Cheltenham gradually lost its coach allocation with 2119 leaving for Swindon at the end of January and 2129 and 2133 being transferred to Bath on 17th May.

Other changes saw LS 2894 move to Lawrence Hill in February and RE 1070 go to E.C.W for repair on 26th April, its place being taken by LS 2895. 2921 moved to Stroud on 1st May, and was replaced by elderly LD no L8292. A rather strange change happened at the end of October which saw four vehicles leave Cheltenham without replacement however this was quickly rectified by the return of three LDs, with another following at the end of the year along with an LS. This could have been due to a shortage of vehicles elsewhere or it could have been an administrative error. RELL 1093 was technically allocated to Cheltenham from the autumn but in reality it was undergoing major repair and didn't put in an appearance until March 1971

Route Summary

No changes

Vehicle Summary

01/02/70	<i>RELH coach 2119 out without replacement</i>
19/02/70	<i>LS 2894 displaced as a result of the completion of the Cheltenham District RE dual-door programme</i>
26/04/70	<i>LS 2895 to Cheltenham replacing 1070 for repair</i>
01/05/70	<i>LD L8292 to Cheltenham in exchange for LS 2921</i>
17/05/70	<i>RELH coach 2129 out without replacement</i> <i>RELH coach 2133 out without replacement</i>
31/10/70	<i>MW 2626 theoretically having been replaced by RELL 1093 which was undergoing repair</i> <i>LS 2895 out, presumably on the return of 1070</i> <i>MW 2959 out without replacement</i> <i>LD L8292 out without replacement</i> <i>LD L8464 out without replacement</i>
08/11/70	<i>LD L8259 to Cheltenham as an additional vehicle</i> <i>LD L8292 to Cheltenham as an additional vehicle</i> <i>LD L8464 to Cheltenham as an additional vehicle</i>
01/01/71	<i>LS 2835 to Cheltenham as an additional vehicle standing in for 1093</i> <i>LD L8455 to Cheltenham as an additional vehicle</i>

Cheltenham Country Fleet 1/70

1006	LAE 341E	1967 Bristol RELL6L, E.C.W B53F
1009	LAE 344E	1967 Bristol RELL6L, E.C.W B53F
1011	LAE 346E	1967 Bristol RELL6L, E.C.W B53F
1013	LAE 348E	1967 Bristol RELL6L, E.C.W B53F
1036	MAE 155F	1967 Bristol RELL6L, E.C.W B53F
1064	NHU 195F	1968 Bristol RELL6L, E.C.W B53F
1069	OHU 768F	1968 Bristol RELL6L, E.C.W B53F
1070	OHU 769F	1968 Bristol RELL6L, E.C.W B53F
2119	865 UAE	1964 Bristol RELH6G, E.C.W. C47F
2129	975 WAE	1964 Bristol RELH6G, E.C.W. C47F
2133	979 WAE	1964 Bristol RELH6G, E.C.W. C47F
2542	377 MHU	1962 Bristol MW5G, E.C.W. B45F
2548	383 MHU	1962 Bristol MW5G, E.C.W. B45F
2586	946 RAE	1963 Bristol MW5G, E.C.W. B45F
2588	981UHW	1964 Bristol MW5G, E.C.W. B45F
2604	BHU 972C	1965 Bristol MW5G, E.C.W. B45F
2623	CHY 416C	1965 Bristol MW5G, E.C.W. B45F
2626	DHW 992C	1965 Bristol MW5G, E.C.W. B45F
2894	XHW 410	1957 Bristol LS5G, E.C.W. B45F
2921	YHY 79	1957 Bristol LS5G, E.C.W. B45F
2942	932 AHY	1958 Bristol MW5G, E.C.W. B45F
2954	974 DAE	1959 Bristol MW5G, E.C.W. B45F
2959	979 DAE	1959 Bristol MW5G, E.C.W. B45F
7024	819 MHW	1962 Bristol FLF6B, E.C.W. H38/32F
7031	826 MHW	1962 Bristol FLF6B, E.C.W. H38/32F
7032	827 MHW	1962 Bristol FLF6B, E.C.W. H38/32F
7193	CHT 536C	1965 Bristol FLF6B, E.C.W. H38/32F
7214	DHW 984C	1965 Bristol FLF6G, E.C.W. H38/32F
7224	EHT 113C	1965 Bristol FLF6G, E.C.W. H38/32F
7240	FHT 15D	1966 Bristol FLF6G, E.C.W. H38/32F
L8286	UHY 415	1956 Bristol LD6G, E.C.W. H33/25RD
L8392	WHY 933	1956 Bristol LD6G, E.C.W. H33/25RD
L8464	YHT 960	1958 Bristol LD6B, E.C.W. H33/25RD
L8542	432 FHW	1959 Bristol LD6G, E.C.W. H33/25RD
L8545	435 FHW	1959 Bristol LD6G, E.C.W. H33/25RD

1971

This was to be the year of major cuts to effect Cheltenham's Country Bus operations. The first changes occurred in June and resulted in the complete withdrawal of the remains of the Oxford service, which was now the 531 that ran from Cheltenham to Burford. Another alteration saw route 546 diverted via Hanley Swan between Hanley Castle and Rhydd, instead of running via the main road. Rather more significant changes occurred on 11th July, which were intended to reduce outgoings. The changes were as follows:

Routes 529 and 530 withdrawn between Cheltenham and Gloucester

Routes 547 and 548 withdrawn between Cheltenham and Churchdown on Sundays

Route 549 reduced to every 15 minutes on weekdays in the daytime and to every 30 minutes in the evening. The Sunday service between Cheltenham and Gloucester was also reduced to every 30 minutes consequent on the withdrawal of the 529

Route 550 was increased to hourly on Saturdays to replace short journeys on the 564 to Brockworth or Shurdington but was withdrawn on Sundays

Route 564 was reduced to two hourly on Sundays. All journeys ran to Forest Green, returned to Nailsworth and ran to Avening and then returned from there to Cheltenham. In order to even out the effect of the cuts Cheltenham gained an extra turn on route 564 from Stroud

In August A.W Gillett withdrew from his operation on route 527 to Winchcombe but the Bristol Omnibus and Karseys operations on the route were not altered

Vehicle changes in the year were small with 2835 and L8455 joining the fleet in January. 2835 left in March when 1093 finally arrived in the town. L8455 did not stay long as it was removed along with L8286 when the July cuts were made.

The beginning of the school term on 5th September saw MW 2940 arrive presumably for a new contract but October saw it replaced by downgraded dual-purpose MW 2418, which retained its coach seats and dual purpose livery

Finally on the 1st of December, Cheltenham received its first new vehicle for a number of years in the form of Bristol RESL no 526, which was also the first of this type to be allocated to Cheltenham. Its arrival saw the departure of L8292, the last of the L82xx series of LDs that were such a familiar sight in the town for many years.

Route Summary

- By 6/71 Route 531(Burford)
Service withdrawn
Route 546 (Malvern)
Diverted via Hanley Swan between Hanley Castle and Rhydd
- 11/07/71 Route 529/30 (Bristol)
Routes withdrawn between Cheltenham and Gloucester
Routes 547/8 (Gloucester via Churchdown Village)
Routes withdrawn on Sundays between Churchdown and Cheltenham
Route 549 (Gloucester)
Afternoon frequency reduced from every 12 minutes to every 15 minutes
Evening and Sunday frequent reduced to every 30 minutes
Route 550 (Gloucester via Brockworth)
Saturday frequency increased to hourly
Evening and Sunday service withdrawn
Route 564 (Forest Green/Avening)
Extra Saturday journeys to Shurdington and Brockworth withdrawn
Sunday service reduced to two hourly at the Cheltenham end of the route. All journeys from Cheltenham now run to Forest Green on Sundays
- 31/10/71 Route 546 (Malvern)
Some weekday journeys and all Sunday journeys no longer serve Hanley Swan

Vehicle Summary

- 16/03/71 RELL to Cheltenham following repair replacing LS 2835
11/07/71 LD L8286 out without replacement due to service cuts
LD L8455 out without replacement due to service cuts
05/09/71 MW 2940 to Cheltenham as an extra vehicle presumably for extra school work
01/10/71 MW 2418 to Cheltenham replacing MW 2940
01/12/71 RESL 526 **new** to Cheltenham replacing LD L8292

1972

In February 1972 **Route 527** was withdrawn between Greet and Honeybourne and was now operated jointly with Castleways of Winchcombe rather than A.H.Kearsey but the total number journeys actually increased quite significantly. The Sunday operation continued to serve Broadway but was entirely provided by Castleways. As a result of this change one Bristol Omnibus vehicle was saved, whilst the vehicle that was previously used on the journeys to Honeybourne remained employed on school duties

Further changes occurred on 9th April which included the re-introduction of fast services from Cheltenham to Gloucester along the Golden Valley. This route, numbered **700** provided four return trips during the peak-hours on Mondays to Fridays (two in each peak). There were also some service cuts on this date mostly involving evening and Sunday services. These were as follows:

Routes 545 and 546 were reduced from the late afternoon onwards and the Sunday service to Malvern was withdrawn, with three journeys as far as Tewkesbury on the 545 remaining.

Route 563 was completely revised with little change to the level of service apart from the withdrawal of the Sunday operation. The transfer of half of the route accompanied the changes from Stroud to Cheltenham Garage.

Quite a few vehicle changes occurred in 1972 although no new vehicles were received. In February a pair of RESLs (512 and 513) arrived from Weston where they had been replaced by the first LHs and displaced RELLs 1070 and 1093 to Stroud. Stroud in return then sent an FLF (7107) to Cheltenham where it allowed the departure of LD no L8392 to Marlborough Street. MW 2954 also left for Stroud after the reductions on route 527

More changes occurred in April when the three remaining LDs (L8464, L8542 and L8545) were all transferred to the Bristol area, there places being taken by RESL no 521 from Wells and RELLs 1067 and 1068 from Marlborough Street. These changes were accompanied by the departure of MW 2548 to Swindon due to the changes on routes 545 and 546.

Another swap occurred in December when 2418 transferred to Swindon in exchange for former coach 2433. This had a rather unusual appearance as it retained the single line coach indicator with no route number blinds.

1972 saw the introduction of National Bus Company Green livery. The first Cheltenham vehicle to appear in the new livery was FLF no 7024, which was repainted in December, and by the end of 1974 all Cheltenham Vehicles were in the new livery. The fleet at the end of 1972 and repaint dates are set out below:

NBC REPAINTS

512	6/74	1013	3/73	2542	8/74	7031	11/74
513	4/74	1036	??	2586	2/73	7032	8/73
521	10/74	1064	6/74	2588	8/74	7107	1/73
526	1/73	1067	5/74	2604	12/73	7193	11/74
1006	1/73	1068	??	2623	4/74	7214	11/74
1009	11/73	1069	??	2942	11/73	7224	10/74
1011	6/73	2433	5/74	7024	12/72	7240	8/73

Route Summary

- 20/02/72 Route 527 (Winchcombe/Broadway/Honeybourne)
Service completely revised withdrawn beyond Winchcombe and diverted to Greet.
Castleways replace Kearsays and operate the entire Sunday service.
Route 544 (Winchcombe to Tewkesbury)
Route withdrawn along with positioning journeys on route 527
- 09/04/72 Route 700 (Gloucester Limited Stop)
New route introduced
Two journeys in each peak, Mondays to Fridays only
Route 545/6 (Tewkesbury/Malvern)
Service reduced including the withdrawal of all but one evening journey
Sunday service reduced to three journeys on route 545 only
Route 563 (Stroud via Birdlip)
Service reduced to six journeys per day all running through to Stroud. One journey in each direction diverted to serve Brimpsfield and Edgeworth
Sunday and evening service withdrawn

Vehicle Summary

- 01/02/72 RESL 512 to Cheltenham replacing RELL 1070
RESL 513 to Cheltenham replacing RELL 1093
FLF 7107 to Cheltenham replacing LD L8392
MW 2954 out without replacement due to changes to route 527
- 01/04/72 RESL 521 to Cheltenham replacing LD L8464
RELL 1067 to Cheltenham replacing LD L8542
RELL 1068 to Cheltenham replacing LD L8545
- 09/04/72 MW 2948 out without replacement due to changes to route 545/6
- 04/12/72 MW 2433 to Cheltenham from Swindon in exchange for MW 2418

1973

Very little changed during 1973, as there were no vehicle changes or route changes of significance. There was of course the ongoing change of appearance of the fleet as the proportion of vehicles in NBC livery increase

Details of Services Operated in February 1973

February 1973	First Arrival	Last Departure	Frequency	Notes
527	Cheltenham to Greet (8 or 9 journeys operated by Castleways)			
Weekdays Winchcombe	07:20	18:30#	14 journeys#	#22:32 on Tuesdays and Fridays 16 journeys 21:30 on Wednesdays and Saturdays 15 journeys *22:32 on Tuesdays and Fridays 8 journeys One Castleways journey continues to Broadway on schooldays
Greet	08:30	18:30*	7 journeys*	
Sundays Winchcombe Greet	14:00 16:30	19:00 14:00	4 journeys 1 journey	Service provided by Castleways Continues to Broadway
533	Cheltenham to Standish House Hospital			
Saturdays, Sundays and Bank Holidays	17:00	13:00	1 journey	
540	Cheltenham to Evesham			
Weekdays	08:48	20:30	9 journeys	
Sundays	17:13	19:00	2 journeys	
542	Cheltenham to Tewkesbury			
Weekdays	08:09	22:00	16 journeys	Approx. hourly
Sundays	15:15	21:55	7 journeys	
542	Northway to Priors Park			
Mondays to Fridays			1 journey	Priors Park to Northway only
Saturdays			6 journeys	
543	Cheltenham to Tewkesbury			
Weekdays Bishops Cleeve Stoke Orchard Tredington Tewkesbury	07:37 08:03 09:08 09:08	22:35 21:35 17:20 17:20	37 journeys 17 journeys 8 journeys 6 journeys	Includes 542
Sundays Bishops Cleeve Stoke Orchard Tredington Tewkesbury	10:18 14:07 15:35 --	21:55 17:30 17:30 --	16 journeys 4 journeys 3 journeys no service	
545	Cheltenham to Tewkesbury			
Weekdays	08:45	21:30	5 journeys	Plus one extra on Saturdays and one a.m. peak return trip to Uckington
Sundays	15:45	17:40	3 journeys	
546	Cheltenham to Malvern Link			
Weekdays	12:00	17:05	4 journeys	
Sundays			No service	

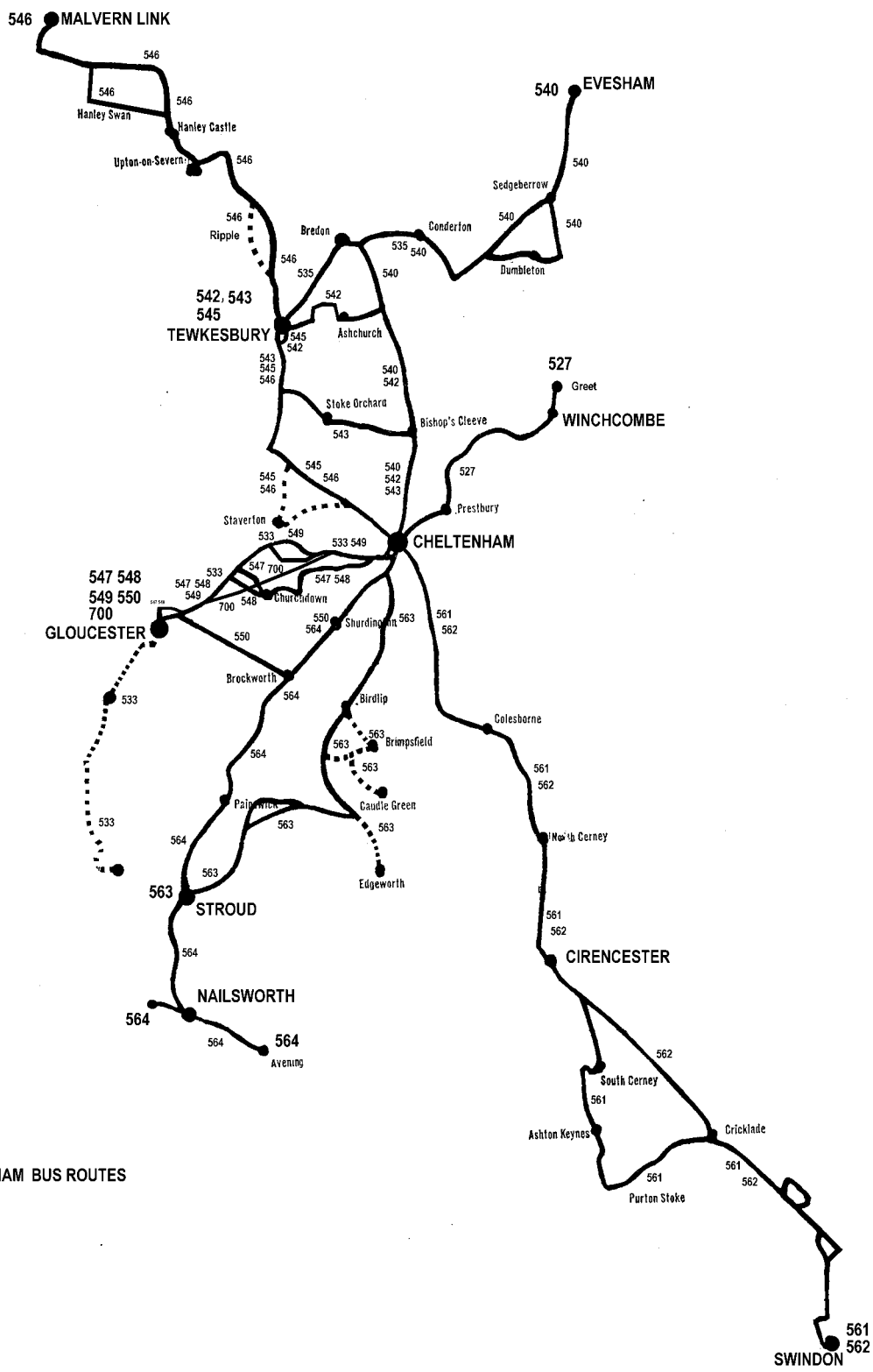
February 1973	First Arrival	Last Departure	Frequency	Notes
547, 548	Cheltenham to Gloucester			
Weekdays Daytime Evening	08:34*	22:45	Half hourly hourly	* from Churchdown by alternate routes by alternate routes
Sundays			No service	Operates Churchdown to Gloucester only
549	Cheltenham to Gloucester			
Weekdays Daytime Evening	07:27	22:37	Every 15 mins Every 30mins	Two journeys via Bamfurlong Lane
Sundays	09:02	22:37	Every 30 mins	
550	Cheltenham to Gloucester			
Mondays-Fridays	07:41*	17:50	Every 2 hours	* from Brockworth
Saturdays	09:45	17:53	hourly	
Sundays			No service	
561, 562	Cheltenham to Swindon			
Weekdays	07:45*	21:30	Hourly by alternate routes	*from Cirencester Additional 23:12 departure for Cirencester on Saturdays
Sundays	13:10*	21:30	Two hourly by alternate routes	*from Cirencester
563	Cheltenham to Stroud			
Weekdays	08:40	17:45	6 journeys	One journey services Edgeworth One journey serves Brimpsfield on Thursdays, Fridays and Saturdays and serves Caudle Green on Thursdays
Sundays			No service	
564	Cheltenham to Avening / Forest Green			
Weekdays	08:40*	21:27*	Hourly to alternate terminals	* to/from Stroud Also a 22:25 departure to Brockworth
Sundays	13:53	21:54	Two hourly	Cheltenham to Stroud only. Separate services on Stroud to Nailsworth section
700	Cheltenham to Gloucester			
Mondays-Fridays	08:15	17:40	4 journeys	Two return journeys in each peak

Route Summary

By 5/73 Route 563 (Stroud via Birdlip)
Brimpsfield now only served on Thursdays, Fridays and Saturdays
Caudle Green now served again on Thursdays only
Route 564 (Forest Green/Avening)
Sunday service split at Stroud

Vehicle Summary

No changes



CHELTEMPHAM BUS ROUTES
1973

1974

Changes in 1974 were also very limited but by March the late evening and Sunday journeys on route 540 had been withdrawn which resulted in the last departure from Cheltenham now being at 19:05

One change occurred to the vehicle fleet in August when MW 2433 moved to Stroud in exchange for 2420.

Route Summary

By 3/74 Route 540 (Evesham)
Evening and Sunday service withdrawn

Vehicle Summary

01/08/74 MW 2420 to Cheltenham in exchange for MW 2433

1975

By February 1975 Bristol Omnibus workings on route 527 had been significantly reduced to just four journeys per day. Morning journeys ran to Greet whilst afternoon journeys ran to Winchcombe (New Estate)

A few more vehicle changes occurred in 1975 that had happened of late. On the 1st April, Bristol MW 2942 was transferred to the Traffic Pool but it remained at Cheltenham until required at Weston, a month later.

In June, a new type of vehicle appeared in Cheltenham in the form of short Leyland National 573 which enabled RELL 1036 to move to Bath. This was the first new vehicle to arrive since 526 came in 1971 and was joined on 1st August by two more Leyland Nationals, nos. 3015 and 3016. These were 11.3m long and replaced Bristol FLFs 7024 and 7107 to Lawrence Hill and Bath respectively. Their arrival allowed routes 547 and 548 to be converted to single deck but it would be some years before one-man operation was introduced on these routes.

In November MW 2588 was moved to Marlborough Street and Bristol FS L8549 rather strangely took its place.

Route Summary

16/02/75 Route 527 (Winchcombe /Greet)
Service reduced from 6/7 journeys per day to just four.

Vehicle Summary

01/04/75	MW 2942 out following return of RELL 1009 from repair
01/06/75	National 573 new to Cheltenham replacing RELL 1036
01/08/75	National 3015 new to Cheltenham replacing FLF 7024
	National 3016 new to Cheltenham replacing FLF 7107
01/11/75	FS L8549 to Cheltenham replacing MW 2588

1976

Two new vehicles arrived in 1976; the first was Leyland National 3022, which displaced the shorter 573 to Bath, whilst in August another new type of vehicle arrived in Cheltenham in the form of Bristol VR no 5511. This allowed FLF 7032 to be transferred to Lawrence Hill. Other changes in the earlier part of the year saw dual door RE 1278 arrive which was painted in a basically all over white colour scheme to advertise Jason Hire Tools. It came in September and left at the end of November Bristol FS 8549 left Cheltenham at the end of February and its place was initially taken by 7251 from Weston but in June this was swapped for Swindon's 7215, possibly because 7251 may have only had a four speed gear-box

Some fairly significant cutbacks had occurred by 31st October 1976 and resulted in the entire operation on route 527 transferring to Castleways and significant changes to the Tewkesbury routes.

Route 542 was not seriously affected, however the Saturday local service between Priors Park and Northway was withdrawn. Additional journeys were introduced between Cheltenham and Bishops Cleeve to maintain a half hourly daytime service following changes to the 543

Service 543 was much more seriously affected as it was reduced to two journeys through to Tewkesbury on Mondays, Wednesdays and Saturdays and one on other weekdays. This was supplemented by 4 journeys to Stoke Orchard (Hardwicke Crossroads) (3 on Saturdays) and one on Mondays to Fridays to Tredington.

New route 544 was introduced as a Saturdays only operation between Cheltenham and Tewkesbury via Elmstone Hardwicke, Stoke Orchard and Tredington with one outward and two inward journeys

Route 545 was also reduced to just three journeys with an additional one on Tuesdays and Thursdays and together with the 543, was withdrawn on Sundays. In order to allow for the reduction to the 545, route 543 and one journey on the 546 were diverted via Priors Park. Changes to the 546 itself were however limited to minor timing changes.

The changes to the Tewkesbury routes enabled improvements to be made to the morning journeys on services 547 and 548, which became linked to the 542. The whole of main daytime service on the 547 and 548 now was worked from Cheltenham The service to Bamfurlong was significantly improved as one journey per hour off-peak on the 549 was diverted to serve it however the 549 saw a reduction in the number of Sunday morning journeys

Route 563 saw some changes which resulted in the morning service being divided at Miserden with vehicles operating separate journeys to and from Stroud and Cheltenham; however the general level of service was unchanged.

Route 700 was renumbered 825 and one of the evening departures from Cheltenham was withdrawn.

These changes allowed MW 2542 to be withdrawn and FLF 7193 to move to Bath then and in November 1067 moved to Stroud. 1067 did not stay away long, as it was back in Cheltenham after a few days as it was swapped for 1278 at the beginning of December.

Route Summary

31/10/76 Route 527 (Winchcombe /Greet)
Service withdrawn by Bristol Omnibus
Route 542 (Tewkesbury via Bishops Cleeve)
Slight reduction in evening services
Additional off peak hourly service introduced to Station Road Bishops Cleeve
Route 543 (Tewkesbury via Stoke Orchard)
Service reduced to four journeys to Stoke Orchard, one to Tredington Hospital and one to Tewkesbury (plus an additional journey on Mondays, Wednesdays and Fridays.
Route diverted to serve Priors Park
Sunday service withdrawn
New Route 544 (Tewkesbury via Elmstone Hardwicke and Stoke Orchard)
One journey on Saturdays only
Route 545 (Tewkesbury via Uckington)
Service reduced to three journeys plus an additional journey on Tuesdays
Sunday service withdrawn
Routes 547/8 (Gloucester via Churchdown Village)
Running times increased to allow for future one man-operation
Additional journeys introduced to fill some gaps
Route 549 (Gloucester)
One off peak journey per hour diverted via Bamfurlong
Morning peak frequency varies between every 10 and 15 minutes
Route 563 (Stroud via Birdlip)
Morning journeys split at Miserden
Route 700 (Gloucester Limited Stop)
Renumbered 825 and 17:40 Cheltenham to Gloucester withdrawn

Vehicle Summary

01/02/76 National 3022 **new** to Cheltenham replacing short National 573
01/03/76 FLF 7251 to Cheltenham replacing FS 8549
20/06/76 FLF 7215 to Cheltenham from Swindon in exchange for FLF 7251
19/07/76 VR 5511 to Cheltenham replacing FLF 7032 on 01/08/76
10/09/76 RELL 1278 to Cheltenham replacing RELL 1069
31/10/76 MW 2542 out without replacement following service reductions
FLF 7193 out without replacement following service reductions
20/11/76 RELL 1067 out without replacement
30/11/76 RELL 1067 returned to Cheltenham from Stroud in exchange for RELL 1278

1977

1977 was the Queens Silver Jubilee year and Bristol Omnibus painted three vehicles in silver and blue livery to commemorate the event; these were Leyland National C1456, Bristol VR 5512 and FLF C7312. Both the Leyland National and the VR were to spend time at Cheltenham during the year and both took part in the Carnival. C1456 was a 44-seat dual door vehicle, so when it came to Cheltenham it displaced a 43-seat RESL. This was 512, which was transferred to Bristol. 1456 stayed throughout the year, apart from September when it was operating in Gloucester, during which time its place was taken by G1422. C1456 soon lost the prefix to the fleetnumber and generally operated on Cheltenham District Services.

April saw the withdrawal of Cheltenham's oldest FLF no 7031 and its replacement with former Gloucester City vehicle no 7123 whilst in May, Ebley Tyre services advertising FLF 7240 moved to Stroud in exchange for 7223.

May also saw another FLF in Cheltenham, this was 7181 which came to replace VR 5511 which was away on loan to Western National for a month in exchange for another VR which was an all over advert for Tesco which spent a month operating in Bristol.

In July Cheltenham gained another RESL, this was 502 of Stroud which was swapped for 1068 whilst in September Jason Hire Tools advertising RE no 1278 came back to Cheltenham, which resulted in 1067 moving to Gloucester.

The only significant route change in 1977 was the withdrawal of all but one of the Midland Red journeys on the 540. Bristol Omnibus partly filled the gaps by turning their first morning departure round at Beckford, which enabled the retention of the 8:48 arrival in Cheltenham and 08:55 departure for Evesham. They also took on an evening peak return journey to Beckford at 17:35 but the overall service was reduced from eight through journeys per day to two to Beckford and two to Evesham. Of the Evesham journeys, one ran via Dumbleton and one via Ashton-under-Hill

Another change occurred and that was the decision to operate all journeys on the 564 to Forest Green rather than Avening, which was now served from Stroud by additional journeys on route 428.

At the end of 1977, the last year of all day FLF operation, Cheltenham's allocation was as follows

Bristol RESL	502/13/21/6	(4)
Bristol RELL	1006/9/11/3/64, 1278	(6)
Leyland National	1456, 3015/6/22	(4)
Bristol MW	2420, 2586, 2604/23	(4)
Bristol VR	5511	(1)
Bristol FLF	7123, 7214/5/23/4	(5)
	TOTAL	24

Route Summary

By 10/77 Route 540 (Evesham)
All but one Midland Red Journey withdrawn. Evesham now only served by two journeys
Morning and evening peak journeys between Cheltenham and Beckford introduced
Sunday service withdrawn
Route 542 (Tewkesbury via Bishops Cleeve)
17:25 Cheltenham to Tewkesbury and return withdrawn
Route 543 (Tewkesbury via Stoke Orchard)
New journey to Stoke Orchard at 18:30 on Saturdays introduced
Route 564 (Avening/Forest Green)
All Avening journeys diverted to Forest Green

Vehicle Summary

06/03/77 National C1456 **new** to Cheltenham replacing RESL 512
01/04/77 FLF 7123 to Cheltenham replacing FLF 7031 on 30/04/77
01/05/77 FLF 7223 to Cheltenham from Stroud in exchange for FLF 7240
01/07/77 RESL 502 to Cheltenham from Stroud in exchange for RELL 1068
11/09/77 RELL 1278 to Cheltenham from Gloucester in exchange for RELL 1067

1978

The year saw a very important event over the spring and early summer, which was the displacement of all but one of the FLF allocation. Cheltenham received a batch of four new Leyland Nationals, which displaced 7123, 7215/23/4 leaving just 7214 in use. 3049 to 3051 entered service in April, but 3048 was delayed entering service until June, consequently 7223 had a stay of execution.

Other changes during the year saw Cheltenham gain its first LH, no 388, which arrived from Gloucester in January. On the 1st March Cheltenham gained another RESL when 1456 was moved to Staple Hill, and 507 came as a replacement. A couple of additional MWs came to Cheltenham during the year, the first of which was 2617 which was in the town from 27th April to 5th June, whilst 2587 arrived on 30th of July and stayed until the new year.

Only a few minor route changes occurred during 1978 one of which was the renumbering of journey via Bamfurlong on the 549 as 559.

Route Summary

30/07/78 *Route 549 (Gloucester)*
Journeys via Bamfurlong renumbered 559
Route 550 (Gloucester via Brockworth)
15:47 journey on Mondays to Fridays to Gloucester now entails a change to service 524 at Brockworth
Additional 17:52 journey from Gloucester to Cheltenham introduced on Saturdays

Vehicle Summary

11/01/78 RESL 524 from Stroud to Cheltenham in exchange for RELL 1278
18/01/78 LH 388 from Gloucester to Cheltenham in exchange for RESL 524
01/03/78 RESL 507 to Cheltenham replacing National 1456
03/04/78 National 3050 **new** to Cheltenham replacing FLF 7123 on 08/04/78
National 3051 **new** to Cheltenham replacing FLF 7215 on 08/04/78
14/04/78 National 3049 **new** to Cheltenham replacing FLF 7224
27/04/78 MW 2617 to Cheltenham as an extra vehicle
01/06/78 National 3048 **new** to Cheltenham replacing FLF 7223
05/06/78 MW 2617 out without replacement
30/07/78 MW 2587 to Cheltenham as an extra vehicle

1979

Route changes by 11 March saw the Standish Hospital service, the 533 renumbered 822. Route 563 was subjected to rather more radical change due to the introduction of minibuses owned by Gloucestershire County Council. The service to Cheltenham was reduced to two journeys each way on Tuesdays, Thursdays and Saturdays. The Thursday journeys served Caudle Green, whilst the Tuesdays and Saturdays services served Edgeworth and Miserden. The minibuses were based at Stroud and Cheltenham Garage therefore was no longer involved with the operation of the route with a result that MW 2623 was removed from the allocation. This left used 2420 in Cheltenham, which was finally withdrawn at the end of May. The other three MWs (2586/7/604) had been replaced by new series B Leyland Nationals 706 to 708 at the end of January not before the brief appearance of 2628 in the town, which left for Gloucester in February.

Another new type to arrive in Cheltenham was downgraded Leyland Leopard coach no 2086, which arrived on 22nd September and displaced RELL 1006 to Stroud.

By the end of 1979 the vehicle requirement appeared to be about 18 vehicles, which were drawn from an allocation of twenty

The allocation was made up as follows

Bristol LH	388	(1)
Bristol RESL	502/7/13/21/6	(5)
Bristol RELL	1009/11/3/64	(4)
Leyland Leopard	2086	(1)
Leyland National	3015/6/22/48-51	(7)
Bristol VR	5511	(1)
Bristol FLF	7214	(1)

Route Summary

11/03/79 Route 533 (Standish Hospital)
Route renumbered 822
Route 550 (Gloucester via Brockworth)
Additional morning peak Shurdington to Cheltenham journey transferred from 564 on Mondays to Fridays
Additional Saturday morning journey from Brockworth to Cheltenham introduced
Route 563 (Stroud via Birdlip)
Cheltenham now only served by two journeys on Tuesdays, Thursdays and Saturdays only. Caudle Green served on Thursdays and Miserden and Edgeworth on Tuesdays and Saturdays
Route 564 (Forest Green)
New 17:10 journey from Cheltenham to Brockworth introduced on Mondays to Fridays
08:40 journey from Shurdington to Cheltenham transferred to route 550

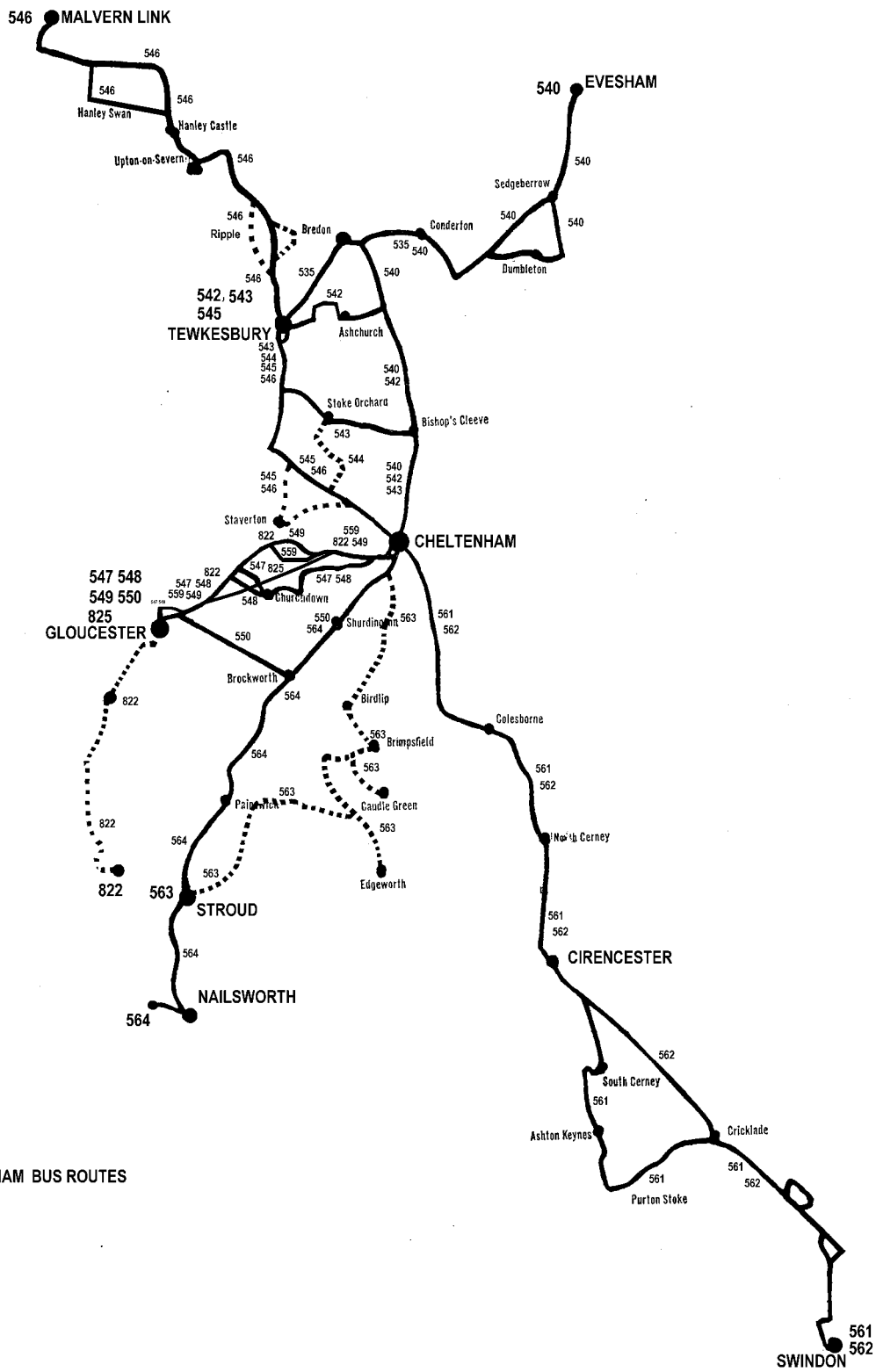
Vehicle Summary

01/01/79 MW 2628 to Cheltenham as an extra vehicle
01/02/79 Series B National 706 **new** to Cheltenham replacing MW 2586
Series B National 707 **new** to Cheltenham replacing MW 2587
Series B National 708 **new** to Cheltenham replacing MW 2604
MW 2628 out without replacement
01/03/79 MW 2623 out without replacement
30/04/79 MW 2420 out without replacement
22/09/79 Leopard 2086 to Cheltenham replacing RELL 1006

Details of Services Operated in December 1979

December 1979	First Arrival	Last Departure	Frequency	Notes
540	Cheltenham to Evesham			
Weekdays Beckford	08:48 11:23	17:35 14:25	4 journeys 2 journeys	inc Evesham journeys
Evesham				
Sundays			No Service	
542	Cheltenham to Tewkesbury – two journeys extend to Priors Park			
Weekdays Bishops Cleeve Tewkesbury	07:39 08:04	22:00 22:00	34 journeys 17 journeys	inc 540 and 543 – half hourly hourly
Sundays Bishops Cleeve	14:55 14:55	21:55 21:55	6 journeys 6 journeys	
Tewkesbury				
543, 544	Cheltenham to Tewkesbury – one journey operates as 544 on Saturdays			
Mondays-Fridays Stoke Orchard	08:05 10:59 10:59	17:40 14:40 08:15**	6 journeys* 2 journeys* 1 journey*	*Plus one extra Mondays, Wednesdays and Fridays ** 13:20 MWFO
Tredington Tewkesbury				
Saturdays Stoke Orchard	08:54 09:47 09:47	17:40 11:30 11:30	5 journeys 2 journeys 2 journeys	
Tredington Tewkesbury				
Sundays			No Service	
545	Cheltenham to Tewkesbury			
Weekdays	08:37	17:50	3 journeys	Plus one extra Tuesdays and Thursdays
			No Service	
546	Cheltenham to Malvern Link			
Weekdays	12:18	17:05	4 journeys	
Sundays			No service	
547, 548	Cheltenham to Gloucester			
Weekdays Daytime Evening	08:34*/08:41	22:40	Half hourly hourly	* from Churchdown (NS) by alternate routes by alternate routes
Sundays			No service	Operates Churchdown to Gloucester only
549, 559	Cheltenham to Gloucester – 559 hourly off-peak			
Weekdays Daytime	07:27	22:37	Every 15 mins Every 30mins	Two journeys via Bamfurlong Lane
Evening				
Sundays	08:55	22:37	Every 30 mins	a.m. every 40 min

December 1979	First Arrival	Last Departure	Frequency	Notes
550	Cheltenham to Gloucester			
Mondays-Fridays	07:41*/08:43	17:47	Every 2 hours	* from Brockworth
Saturdays	08:43*/09:37	17:53	hourly	
Sundays			No service	
561, 562	Cheltenham to Swindon			
Weekdays	07:45*/08:39	21:30	Hourly by alternate routes	*from Cirencester Additional 23:23 departure for Cirencester on Saturdays
Sundays	13:05*/15:16	21:35	Two hourly by alternate routes	*from Cirencester
December 1979	First Arrival	Last Departure	Frequency	Notes
563	Cheltenham to Stroud			
Tuesdays, Thursdays and Saturdays	10:33	13:41	2 journeys	Caudle Green served on Thursdays and Edgeworth on Tuesdays and Saturdays
564	Cheltenham to Forest Green			
Weekdays	08:33*/10:11	20:27/21:27*	Hourly	* to/from Stroud Also a 22:35 departure to Brockworth
Sundays	13:53	21:54	Two hourly	Cheltenham to Stroud only. Separate services on Stroud to Nailsworth section
822	Cheltenham to Standish House Hospital			
Saturdays, Sundays and Bank Holidays	17:00	13:10	1 journey	
825	Cheltenham to Gloucester			
Mondays-Fridays	08:15	17:10	3 outward journeys 4 return	Peak hours only



CHELTEMPHAM BUS ROUTES
1979

1980

On the 29th February 1980 the Cheltenham District Traction fleet was disbanded with the vehicles transferring to Bristol Omnibus. This resulted in the following joining the fleet

575	HHU 638N	1975 Leyland National 10351/1R, Leyland B44F
576	HHU 639N	1975 Leyland National 10351/1R, Leyland B44F
1000	KHW 306E	1967 Bristol RELL6L, E.C.W. B44D
1002	KHW 308E	1967 Bristol RELL6L, E.C.W. B44D
1003	KHW 309E	1967 Bristol RELL6L, E.C.W. B44D
1043	MHW 842F	1967 Bristol RELL6L, E.C.W. B44D
1076	OHU 771F	1968 Bristol RELL6L, E.C.W. B44D
1077	OHU 772F	1968 Bristol RELL6L, E.C.W. B44D
1155	UHY 650H	1970 Bristol RELL6L, E.C.W. B44D
1156	UHY 651H	1970 Bristol RELL6L, E.C.W. B44D
1201	YHY 581J	1970 Bristol RELL6L, E.C.W. B44D
1202	YHY 582J	1970 Bristol RELL6L, E.C.W. B44D
1272	EHU 373K	1972 Bristol RELL6L, E.C.W. B44D
1273	EHU 374K	1972 Bristol RELL6L, E.C.W. B44D
1430	JHU 871L	1973 Leyland National 1151/2R, Leyland B44D
1431	JHU 872L	1973 Leyland National 1151/2R, Leyland B44D
1432	JHU 873L	1973 Leyland National 1151/2R, Leyland B44D
1433	JHU 874L	1973 Leyland National 1151/2R, Leyland B44D
3037	NFB 605R	1977 Leyland National 11351A/1R, Leyland B52F
3045	PHW 987S	1977 Leyland National 11351A/1R, Leyland B52F
3046	PHW 988S	1977 Leyland National 11351A/1R, Leyland B52F
3047	PHW 989S	1977 Leyland National 11351A/1R, Leyland B52F
3061	TAE 643S	1978 Leyland National 11351A/1R, Leyland B52F
3062	TAE 644S	1978 Leyland National 11351A/1R, Leyland B52F
5030	JOU 160P	1975 Bristol VRT/SL3/501, E.C.W. H43/27D
5031	JOU 161P	1975 Bristol VRT/SL3/501, E.C.W. H43/27D
5043	LEU 268P	1976 Bristol VRT/SL3/6LXB, E.C.W. H43/27D
5044	LEU 269P	1976 Bristol VRT/SL3/6LXB, E.C.W. H43/27D
5045	LEU 270P	1976 Bristol VRT/SL3/6LXB, E.C.W. H43/27D
5087	NHU 670R	1977 Bristol VRT/SL3/6LXB, E.C.W. H43/27D
5088	NHU 671R	1977 Bristol VRT/SL3/6LXB, E.C.W. H43/27D
7221	EHT 110C	1965 Bristol FLF6G, E.C.W. H38/32F
7264	HAE 273D	1966 Bristol FLF6G, E.C.W. H38/32F
7276	HHW 459D	1966 Bristol FLF6G, E.C.W. H38/32F
7277	HHW 460D	1966 Bristol FLF6G, E.C.W. H38/32F

The vehicle requirements for the town services were-

582:	3 vehs
583/9/97:	6 vehs
586/96:	5 vehs
590/1:	6 vehs
594/5:	4 vehs
598:	1 veh
Peak extras:	2 vehs
Total	27 vehicles

Town Services – February 1980



Details of the routes operated during the daytime on weekdays were as follows:

582	Cleeve Hill/Southam to Benhall	<i>every 30 minutes (hourly to Cleeve Hill)</i>
583	Prestbury to Coronation Square	<i>every 30 minutes</i>
586	Charlton Kings to Hatherley	<i>every 30 minutes</i>
588	Charlton Kings to Coronation Square	<i>limited peak hour journeys</i>
589	Sandy Lane/Charlton Kings to Hatherley	<i>every 30 minutes (hourly to Sandy Lane)</i>
590/1	Hester's Way to Leckhampton Hill	<i>every 12 mins (3x590, 2x591)</i>
594/5	Coronation Square to Lynworth	<i>every 15 mins by alternate routes</i>
596	Hatherley to Swindon Village	<i>every 30 minutes</i>
597	Charlton Kings to Prestbury	<i>Hourly</i>
598	East End to Wyman's Brook	<i>Hourly</i>

A revised network was operated on Sundays and in the evenings which was as follows:

584	Lynworth to Rowanfield	<i>hourly</i>
586	Charlton Kings to Hatherley	<i>hourly</i>
587	Charlton Kings to Coronation Square	<i>hourly</i>
590/1	Hester's Way to Leckhampton Hill	<i>every 30 mins by alternate routes</i>
594/5	Coronation Square to Lynworth	<i>every 30 mins by alternate routes</i>
596	Hatherley to Centre/Swindon Village	<i>hourly from Hatherley to Centre alternate journeys extending to Swindon Village</i>

Other fleet changes in the year were quite numerous, the first being the arrival of Leyland National 3035 at the end of January. This probably replaced one of the two Cheltenham District dual-door REs that were transferred away from Cheltenham at the time. It was presumably not felt to be worthwhile putting it into the Cheltenham District fleet in view of its impending absorption. It was followed at the beginning of March by 3034 which replaced RELL 1002 but that soon returned to Cheltenham

Rather more major changes happened on the 23rd April when five new Leyland National 2s (3500/4-7) replaced the five remaining FLFs. The FLFs withdrawn were 7214, 7221, 7264, 7276 and 7277.

Another delivery of new vehicles took place a week later when two LHs arrived, followed by another at the end of June (463/4/6). These enabled the three G-registered RESLs, 502, 507 and 513 to be withdrawn.

As the year progressed further changes occurred with RE 1035 replacing National 3035 in July and 1015 replacing 1002 in September. 1009 having also succumbed in July. The later part of the year saw two more Leyland National 2s (3524 and 3531) arrive in Cheltenham enabling 2086 to be withdrawn in September and 1015 in October.

At the same time Bristol Omnibus was embarking on a programme of converting dual door vehicles to single door. Consequently Leyland Nationals 1432 and 1433 were rebuilt to 52-seat single door vehicles in August and May respectively. On modification they were renumbered 3083 and 3084. RELs were also being modified and in October former Bristol City dual-door RE 1157 arrived as a single door vehicle, in Cheltenham where it replaced dual-door 1156.

Whilst there were significant changes to the vehicle fleet in 1980, there were few service alterations, the only one of significance being the re-introduction of route 563 on all weekdays and its diversion via Cranham on Thursdays. This change was short-lived as November saw it revert to a three-day a week operation

Route Summary

- 27/01/80 Route 563 (Stroud via Birdlip)
Cheltenham now by two journeys every weekday and one extra on Saturdays.
Caudle Green served on Saturdays, Miserden on all weekdays, Edgeworth not on
Thursdays and Saturdays and Cranham, Camp and Sheepscombe on Thursdays
- 16/11/80 Route 542 (Tewkesbury via Bishops Cleeve)
08:05 journey to Bishops Cleeve withdrawn
Route 563 (Stroud via Birdlip)
Cheltenham now only served on Tuesdays, Thursdays and Fridays
Caudle Green and Sheepscombe served on Thursdays, Miserden on all weekdays,
Edgeworth and Cranham on Tuesdays and Fridays

Vehicle Summary

- 27/01/80 National 3035 to Cheltenham replacing RELL 1001
01/03/80 National 3034 to Cheltenham replacing RELL 1002
31/03/80 RELL 1002 returned to Cheltenham as an extra vehicle
23/04/80 National 2 3500 **new** to Cheltenham replacing FLF 7214
National 2 3504 **new** to Cheltenham replacing FLF 7221
National 2 3505 **new** to Cheltenham replacing FLF 7264
National 2 3506 **new** to Cheltenham replacing FLF 7276
National 2 3507 **new** to Cheltenham replacing FLF 7277
01/05/80 LH 463 new to Cheltenham replacing RESL 502
LH 464 new to Cheltenham replacing RESL 507
26/06/80 LH 466 new to Cheltenham replacing RESL 513
15/07/80 RELL 1035 to Cheltenham replacing RELL 1009
National 3034 out without replacement
National 3035 out without replacement
National 3037 out without replacement
RELL 1035 to Cheltenham replacing RELL 1009
14/09/80 National 2 3524 **new** to Cheltenham replacing Leopard 2086
RELL 1015 to Cheltenham replacing dual-door RELL 1002
19/10/80 National 2 3531 **new** to Cheltenham replacing RELL 1015
RELL 1157 to Cheltenham replacing dual-door RELL 1156

1981

Major changes occurred to Bristol Omnibus's network in the early 1980s due to the implementation of alterations associated with the national Bus Companies Market Analysis Project (MAP). This was to affect Cheltenham's Country services with effect from 26th July 1981 and the town services from 1st November. These changes resulted in a reduction in the vehicle requirement significantly.

Changes to the Town Services on 10th May were related to the withdrawal of route 582 between Benhall and Cleeve Hill and most of route 598 between East End and Wyman's Brook. Most of the Coronation Square to Centre section of route 583 was transferred to route 584 which absorbed the Centre to Lynworth section of the 582 to form a Rowanfield to Lynworth service. Benhall Estate was served by extending route 589 from Coronation Square to the Estate. All but two journeys on Centre to East End section of route 598 were withdrawn whilst Wyman's Brook was served by diverting alternate 596 journeys and renumbering those 599. As a consequence of this Swindon Village was only served once an hour whilst another service reduction also effected routes 590 and 591 where the combined frequency was reduced from every 12 minutes to every 15 minutes. Benhall, Swindon Village, Prestbury and Rowanfield lost their Sunday services. The changes included the diversion of the 549 on Sundays via Cheltenham Railway Station and the withdrawal of route 822. These changes saw the withdrawal of dual-door RELs 1043, 1076 and 1077 and the return to Cheltenham of VR 5030

The MAP changes introduced on 26th July were as follows:

Route 540:	Reduced to two journeys to and from Evesham only
Route 542:	Service increased to two times an hour in the daytime
Route 543:	Withdrawn
Routes 544 and 545:	Service reduced to four journeys per day. Service 544 introduced daily to replace 543
Route 546:	Withdrawn
Routes 547 and 548:	Evening service reduced to every 90 minutes
Routes 549 and 559:	Minor changes only
Route 550:	Route increased to hourly on Mondays to Fridays (already so on Saturdays)
Route 563:	Cheltenham only served on Thursdays
Route 564:	Minor daytime changes, but evening service withdrawn
Route 825:	Reduced to one journey in each direction in the morning peak and one Gloucester to Cheltenham journey in the evening peak

These changes resulted in all the LHs being placed in store (388, 463/4/6), the withdrawal of the remaining two RESLs (521 and 526) and two early dual door RELs (1000 and 1003) whilst 1155 and 1157 were transferred away as were short Leyland Nationals 575 and 576. In their place Cheltenham received three dual door Bristol VRs from the Bristol City Fleet (5142 to 5144), two further B-series Leyland Nationals (703/4) and a pair of elderly RELs (1004 and 1030)

REs 1004 and 1064 were withdrawn during the summer, whilst MAP revisions to the Town Services on 1st November saw all remaining dual-door single deckers leave, including the two Leyland Nationals. These changes saw the combination of services to Wyman's Brook and Swindon Village into new hourly route 581. Services to

Hatherley by routes 592 and 593 which now operated as a circular running hourly in each direction via Windermere Road and Warden Hill before extending to Lynworth represented a significant reduction from the previous half hourly service provided by the 586/96/9. The Naunton Park area lost its services as part of the withdrawal of route 597 and Tennyson Road also saw a loss of service following the diversion of Benhall buses onto Libertus Road.

Sunday services were reduced to hourly afternoon operations on routes 590 and 595 only

Details of the routes operated during the daytime on weekdays were as follows:

581	Centre to Swindon Village	hourly
582	Centre to Prestbury via New Barn Lane	hourly
583	Centre to Lynworth via Prestbury Road	every 30 minutes
587	Charlton Kings to Rowanfield	every 30 minutes
588	Charlton Kings/East End to Benhall	every 30 minutes
590/1	Coronation Square to Leckhampton Hill	every 15 mins by alternate routes
592/3	Hatherley to Lynworth	every 30 mins by alternate routes
594/5	Coronation Square to Lynworth	every 15 mins by alternate routes

The vehicle requirements for the town services were now-

581/3:	1 veh
582/3:	1 veh
587/8:	5 vehs
590/1:	5 vehs
592/3:	2 vehs
594/5:	5 vehs

Total 19 vehicles

Movements of advertising buses saw Anchor Butter 5522 come to Cheltenham in March in exchange for 5030 whilst Great American Disaster Restaurant 5507 came in November in exchange for 5511

Route Summary

By 5/81 Route 822 (Standish Hospital)
Route withdrawn

10/05/81 Route 549 (Gloucester)
Sunday service diverted via Cheltenham Railway Station
Route 582 (Benhall to Cleeve Hill)
Route withdrawn
Route 583 (Coronation Square to Prestbury)
Withdrawn between Coronation Square and Centre and Lynworth and Prestbury (apart from one morning peak journey)
Evening and Sunday service withdrawn apart from one Saturday evening journey to Prestbury
Route 584 (Rowanfield to Lynworth)
Introduced every 30 minutes except evenings and Sundays
Withdrawn evenings and Sundays
Route 585 (Charlton Kings to Hatherley via Warden Hill)
New route introduced hourly on Sundays only
Route 587 (Charlton Kings to Benhall)
Sunday service withdrawn
Route 589 (Charlton Kings to Coronation Square)
Extended from Coronation Square to Benhall

Routes 590/1 (Coronation Square to Leckhampton Hill)
Weekdays service reduced from every 12 minutes to every 15 minutes
Route 596 (Hatherley to Swindon Village)
Alternate day-time journeys diverted to Wyman's Brook and renumbered 599
Sunday service withdrawn between Centre and Swindon Village
Route 598 (East End to Wyman's Brook)
Service reduced to two journeys between Centre and East End only

26/07/81 Route 540 (Evesham)
Peak hour journeys to and from Beckford withdrawn leaving just the two return journeys to Evesham one of which was worked by Midland Red
Route 542 (Tewkesbury via Bishops Cleeve)
Off-peak journeys to Bishops Cleeve extended to Tewkesbury to give a half hourly service
Route 543 (Tewkesbury via Stoke Orchard)
Service withdrawn
Route 544/5 (Tewkesbury via Uckington)
Reduced to five journeys per day on weekdays (two 544, three 545)
Route 546 (Malvern)
Service withdrawn
Route 550 (Gloucester via Brockworth)
Monday to Friday service increased to hourly
Route 563 (Stroud via Birdlip)
Service to Cheltenham reduced to two journeys on Thursdays only
Route 564 (Forest Green)
Evening service withdrawn after the 19:27 departure
Route 825 (Gloucester – Limited Stop)
Service from Cheltenham reduced to one journey in the morning peak only. One journey in each peak in the opposite direction

01/11/81 Route 581 (Swindon Village via Wyman's Brook)
New hourly service introduced on weekdays except evenings
Route 582 (Prestbury via New Barn Lane)
New hourly service introduced on weekdays except evenings
Route 583 (Lynworth)
Terminal loop introduced in Lynworth
Route 585 (Charlton Kings to Hatherley)
Service withdrawn (was Sunday only)
Route 586(Charlton Kings to Hatherley)
Service withdrawn
Route 587(Charlton Kings to Benhall)
Existing evening only route withdrawn
New weekday daytime route introduced, half-hourly between Charlton Kings and Rowanfield
Route 588(Charlton Kings to Benhall)
Existing limited service increased to half-hourly on weekdays. Hourly evening service operated from Coronation Square to Charlton Kings plus an hourly service from Benhall to Centre
Route 589(Charlton Kings to Benhall)
Route withdrawn
Routes 590/1 (Coronation Square to Leckhampton)
Sunday service withdrawn before 15:00 and reduced to hourly (service 590 only)
Routes 592/3 (Lynworth to Hatherley)
New half hourly service introduced operating on alternate routes. Evening service hourly on Hatherley end of the route only. No Sunday service
Routes 594/5 (Coronation Square to Lynworth)
Sunday service withdrawn before 14:30 and reduced to hourly (service 595 only)
Route 596 (Hatherley to Swindon Village)
Service withdrawn
Route 597 (Charlton Kings to Prestbury)
Service withdrawn
Route 598 (East End)
Service withdrawn
Route 599 (Hatherley to Wyman's Brook)
Service withdrawn

Vehicle Summary

01/03/81 VR 5522 to Cheltenham replacing VR 5030
01/06/81 VR 5030 to Cheltenham replacing dual-door RELL 1043
Dual-door RELL 1076 out without replacement
Dual-door RELL 1077 out without replacement
26/07/81 Series B LN 703 to Cheltenham replacing 10.3m LN 575
Series B LN 704 to Cheltenham replacing 10.3m LN 576
RELL 1004 to Cheltenham replacing dual-door RELL 1000
RELL 1030 to Cheltenham replacing dual-door RELL 1003
VR 5142 to Cheltenham replacing dual-door RELL 1155
VR 5143 to Cheltenham replacing RELL 1157
VR 5144 to Cheltenham replacing RESL 526
RESL 521 out without replacement
LH 388 out without replacement
LH 463 out without replacement
LH 464 out without replacement
LH 466 out without replacement
30/09/81 RELL 1064 out without replacement
01/11/81 RELL 1030 out without replacement
Dual-door RELL 1201 out without replacement
Dual-door RELL 1202 out without replacement
Dual-door RELL 1272 out without replacement
Dual-door RELL 1273 out without replacement
Dual-door LN 1430 out without replacement
Dual-door LN 1431 out without replacement
22/11/81 VR 5507 to Cheltenham replacing VR 5511
30/11/81 Dual Door RELL 1151 to Cheltenham as an extra vehicle

1982

3rd January 1982 saw the Gloucester City MAP scheme introduced which resulted in route 550 being diverted to serve Abbotswood Estate at Brockworth. Further changes occurred on 24th January when the Swindon and Cirencester MAP changes were introduced. This resulted in the withdrawal of route 561 which left Cheltenham with a two hourly service to Swindon on weekdays on route 562 and no service on Sundays

On 28th March route 544 was withdrawn on Tuesdays and Fridays and was replaced by equivalent journeys on route 545 however there were more significant changes to the Town Services

The changes to the Town Services saw the combined Swindon Village and Wyman's Brook service provided by route 581 returned to separate hourly services on extended routes 582 and 583. The service on Prestbury Road provided by route 583 was reduced to hourly as part of these changes so as to avoid needing an extra vehicle. The service to Benhall was also reduced from half hourly to hourly on route 588 via Libertus Road, but Tennyson Road regained an hourly service on new route 589 most journeys on which terminated at Coronation Square. Route 597 was reintroduced with one journey in each direction being operated on Mondays to Fridays between Centre and Hatherley via Naunton Park

Details of the town services operated during the daytime on weekdays were as follows:

582	Wyman's brook to Prestbury via New Barn Lane	<i>hourly</i>
583	Swindon Village to Prestbury via Prestbury Rd	<i>hourly</i>
584	Rowanfield to Lynworth	<i>every 30 minutes</i>
585/6	Hatherley to Charlton Kings/Sandy Lane	<i>every 30 mins by alternate routes</i>
588	Charlton Kings/East End to Benhall	<i>hourly</i>
589	Charlton Kings to Coronation Square	<i>hourly</i>
590/1	Coronation Square to Leckhampton Hill	<i>every 15 mins by alternate routes</i>
594/5	Coronation Square to Lynworth	<i>every 15 mins by alternate routes</i>
597	Centre to Hatherley via Naunton Park	<i>one journey in each direction</i>

On 18th July route 561 was reintroduced but there was no increase in journeys serving Cheltenham. Two inward and one outward journeys serving Cheltenham now, however operated as route 561.

A new innovation for summer of 1982 was the introduction of three special limited stop services. These were as follows

Route X24 Cheltenham to Stratford-upon-Avon via Evesham

Two journeys on Saturdays only from 28th July until 26th September

Route X26 Cheltenham to Bath via Gloucester and Stroud

One journey on Wednesdays only from 28th July until 1st September

Route X28 Cheltenham to Worcester via The Malverns

One journey on Tuesdays only from 27th July until 31st August

In order to operate these new services two downgraded coaches were introduced to the fleet. The first to come was 2089 which arrived on the 1st June whilst a second one, 2087, arrived at the beginning of August in exchange for Leyland National 3017.

Other vehicle changes during the year saw series B Leyland National 714 and dual door RE 1278 arrive in January to replace 1151 and 1202; however 1278s stay was short, as it had left again by the end of March. Leyland Nationals 3017 and 3030, along with coach 2087 arrived on the 1st June to replace the three remaining RELs, 1011, 1013 and 1035.

3017's stay in Cheltenham was rather brief as it was swapped for 2087 of Bath on 3rd August. On the 19th September two series B Nationals 706 and 708 were swapped for Gloucester's 3043 and 3064. 3064 was interesting as it was leased by Bristol Omnibus but the lease had been transferred to Hants and Dorset along with five other Nationals in 1979. In return six Nationals which had been bought new by Hants and Dorset were technically sold to Bristol Omnibus, however none of the vehicles physically moved, but 3064 did gain Hants and Dorset and later Hampshire Bus legal lettering. The purpose of this exchange was to improve Hants and Dorset's cash flow position at the time.

On 30th September Cheltenham received a delivery of a batch of new or virtually new double-deckers. These six vehicles represented something of a departure from normal practice for the company and consisted of full height Roe bodied Leyland Olympians numbered 9501 and 9517 to 9521. These vehicles allowed dual door VRs nos 5043 to 5045 and 5142 to 5144 to be transferred to Bristol Garages.

One further minor allocation change occurred in early November when 5065 arrived in Cheltenham to replace 5511, which moved to Bath

During the latter part of the year 3056, a unibus advert for British Telecom spent some time operating in Cheltenham during which 3048 was loaned to Gloucester

Another change to occur in the last months of the year was the reintroduction of the Cheltenham fleetname which was now carried by all the vehicles based in the town regardless as to whether they were used on Town or Country services.

At the end of the year Cheltenham's allocation was made up of forty vehicles, which were as follows

Leyland National series B:	703/4/7/14	(4)
Leyland Leopard Coach:	2087	(1)
Bristol RELH coach:	2089	(1)
Leyland National 11.3m:	3015/6/22/30/45-7/9-51/6/61/2/4/83/4	(16)
Leyland National 2 11.6m:	3500/4-7/24/31	(7)
Bristol VR dual-door:	5030/1/65/87/8	(5)
Leyland Olympian:	9501/17-21	(6)

Route Summary

- 03/01/82 Route 550 (Gloucester via Brockworth)
Diverted via Abbotswood Estate
- 24/01/82 Routes 561/2 (Swindon)
Journeys on route 561 withdrawn between Cheltenham and Cirencester (and renumbered 460) leaving a two-hourly frequency on this section of route
- 28/03/82 Route 581 (Swindon Village via Wyman's Brook)
Service withdrawn and replaced by route 582 and 583
Route 582 (Prestbury)
Service extended from Prestbury to Wyman's Brook with some peak hour journeys continuing to Swindon Village
Route 583 (Lynworth)
Service extended from Lynworth to Prestbury and from Centre to Swindon Village
Frequency reduced from half hourly to hourly
Route 584 (Lynworth to Rowanfield)
New service introduced to replace parts of routes 587 and 592/3
Operated every 30 minutes
Routes 585/6 (Charlton Kings to Hatherley)
New service introduced to replace parts of routes 587 and 592/3
Services operated in a circular loop hourly in both directions between Centre and Hatherley
Route 587 (Rowanfield to Charlton Kings)
Service withdrawn except for evenings and limited workings and replaced by route 584 and 585/6
Route 588 (Charlton Kings to Benhall)
Alternate journeys diverted via Tennyson Road, terminated at Coronation Square and renumbered 589
Routes 592/3 (Lynworth to Hatherley)
Service withdrawn and replaced by route 584 and 585/6
Routes 594/5 (Coronation Square to Lynworth)
Route diverted to terminate at Prestbury via Lynworth Exchange
Route 597 (Hatherley via Naunton Park)
New service of one journey in each direction on Mondays to Fridays introduced
- 18/07/82 Routes 561/2 (Swindon)
Limited 561 journeys reintroduced by joining Cirencester to Cheltenham 562 journeys with former 460 journeys to provide extra through Swindon to Cheltenham services
Route X24 (Stratford-upon-Avon)
New service introduced on Summer Saturdays only
Route X26 (Bath)
New service introduced on Summer Wednesdays only
Route X28 (Worcester)
New service introduced on Summer Tuesdays only
- 22/08/82 Route 597 (Hatherley via Naunton Park)
Service withdrawn

Vehicle Summary

03/01/82 Dual door RELL 1278 to Cheltenham replacing dual-door RELL 1151
24/01/82 Series B National 714 to Cheltenham replacing dual-door RELL 1278
07/02/82 National 3056 to Cheltenham replacing National 3062
28/02/82 National 3077 to Cheltenham replacing National 3056
01/04/82 National 3062 to Cheltenham replacing National 3077
01/06/82 VR 5522 to Cheltenham replacing RELL 1011
National 3017 to Cheltenham replacing RELL 1013
National 3030 to Cheltenham replacing RELL 1035
VR 5511 to Cheltenham replacing VR 5507
RELH Coach 2089 to Cheltenham as an extra vehicle
01/08/82 Leyland National 3016 out without replacement
08/08/82 Leopard coach 2087 to Cheltenham replacing National 3017
01/09/82 National 3016 returned to Cheltenham
25/09/82 National 3043 to Cheltenham replacing Series B National 706
National 3064 to Cheltenham replacing Series B National 708
30/09/82 Olympian 9501 **NEW** to Cheltenham replacing dual-door VR 5043
Olympian 9517 **NEW** to Cheltenham replacing dual-door VR 5044
Olympian 9518 **NEW** to Cheltenham replacing dual-door VR 5045
Olympian 9519 **NEW** to Cheltenham replacing dual-door VR 5142
Olympian 9520 **NEW** to Cheltenham replacing dual-door VR 5143
Olympian 9521 **NEW** to Cheltenham replacing dual-door VR 5144
31/10/82 National 3056 to Cheltenham replacing National 3048
Dual Door VR 5065 to Cheltenham replacing VR 5511

1983

22nd May saw further service changes, although alterations to Country Services were not as significant as those affecting town services, which were completely re-organised and renumbered between 81 and 96. Country routes 539 (Gloucester to Beckford, 544 and 545 (Cheltenham to Tewkesbury) were withdrawn and replaced by a new service from Bristol to Worcester via Gloucester numbered X72 and X73 and by new route 541 which ran from Cheltenham to Evesham via Tewkesbury. This route operated three times a day on weekdays and was supplemented by one remaining journey on the 540 which was operated by Midland Red West plus some short journeys. Stoke Orchard continued to be served by one journey per day and Staverton retained their single return journey on Thursdays. Priors Park lost its service entirely although Swanbrook now served it with a Tewkesbury Town Service.

Details of the revised Cheltenham town services operated during the daytime on weekdays were as follows:

81	Swindon Village to Prestbury via Harp Hill	<i>hourly</i>
82	Wyman's brook to Prestbury via New Barn Lane	<i>hourly</i>
84	Charlton Kings to Coronation Square	<i>hourly</i>
84A	East End/Charlton Kings to Rowanfield	<i>hourly</i>
85/6	Hatherley to Charlton Kings/East End	<i>every 30 mins by alternate routes</i>
88	Charlton Kings to Coronation Square	<i>Schools service</i>
90/A	Benhall/Coronation Square to Leckhampton Hill	<i>every 20 mins</i>
92	Charlton Kings to Coronation Square	<i>evenings (hourly)</i>
94/A	Coronation Square to Lynworth/Prestbury	<i>every 20 mins</i>

The special limited stop services worked to a different pattern in 1983 with the X26 to Bath now operating on Wednesdays and Saturdays throughout the year whilst new route X68 operated from Stroud via Gloucester, Cheltenham and Winchcombe to Stratford-upon-Avon four times a day on Sundays to Fridays (there was no Saturday service and only two journeys served Stroud, the other pair starting from Gloucester)

The changes resulted in 3016, 3048 to 3050, 3083 and 3084 leaving the fleet although two vehicles, short Leyland National 551 and ex East Midland Bristol VR 5603 joined in their place. A few days later 2087 was exchanged for Stroud's dual purpose RELH no 2073. In July Leyland Olympian 9501 was transferred to Lawrence Hill and its place was taken by similar but new vehicle no 9533 and on 9th September an ex United Automobile Services Bristol VR arrived to replace dual door version no 5031.

1983 was the last year of operation by Bristol Omnibus in Cheltenham as the Northern Area of the company was transferred to a new concern within the National Bus Company called the Cheltenham and Gloucester Omnibus Company Ltd. This was part of the NBC's policy of dividing its larger subsidiaries up into smaller locally managed units. This change took effect from 11th September 1983

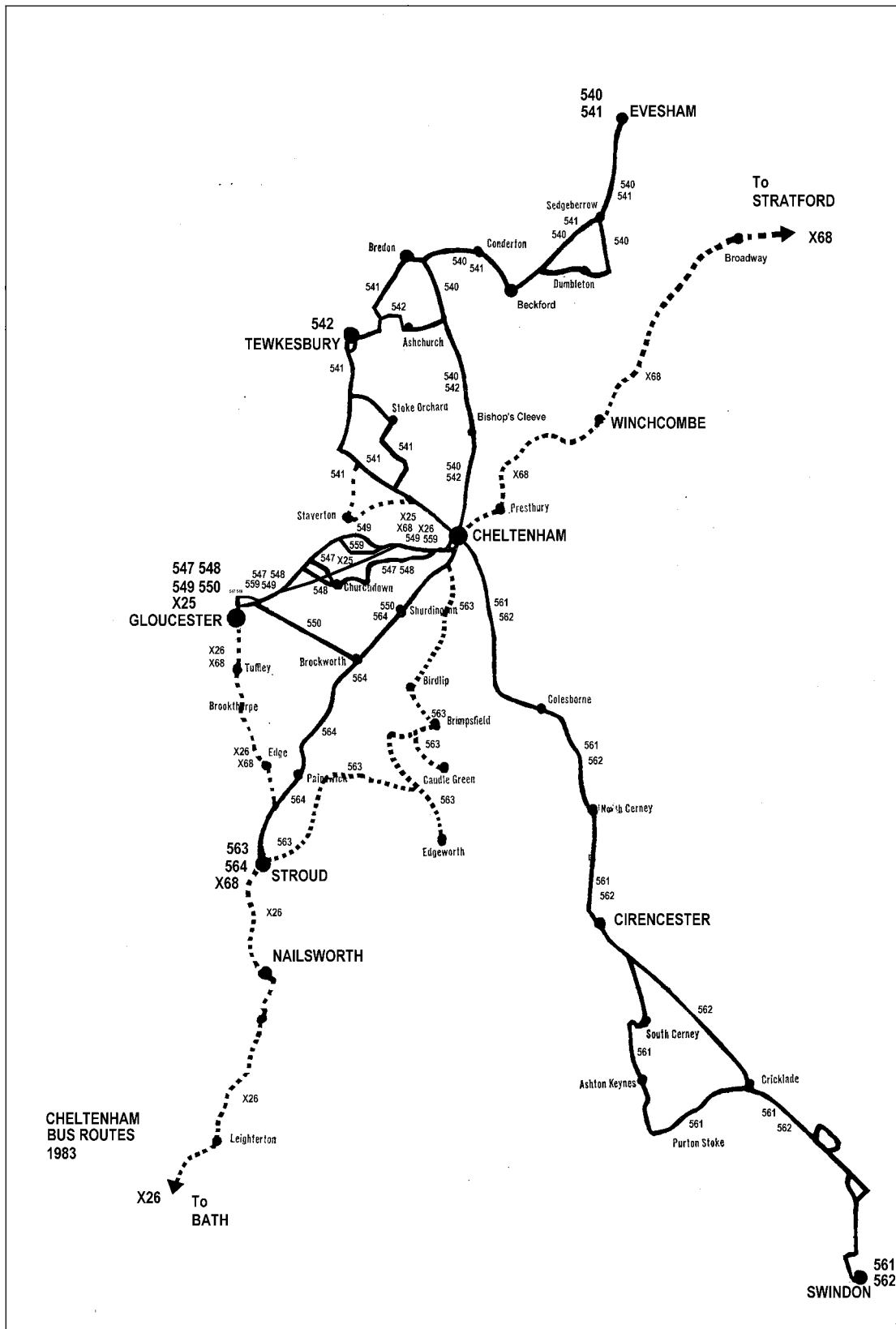
Route Summary

22/05/83 Route 540 (Evesham)
Journeys operated by Bristol OC (apart from a morning journey to Beckford) renumbered 541 and diverted via Uckington and Tewkesbury absorbing routes 544/5
Four journeys operated to Evesham (inc one 540), one to Beckford (540) and one/two to Tewkesbury. One journey in each direction operated via Stoke Orchard on all weekdays and one via Staverton on Thursdays
Routes 544/5 (Tewkesbury)
Withdrawn and replaced by route 541
Route 549 (Gloucester)
Evening service diverted via Lansdown Station
Route 582 Prestbury to Wymans Brook RENUMBERED 82
Route 583 (Prestbury to Swindon Village) RENUMBERED 81
Rerouted via Harp Hill instead of Prestbury Road
Route 585/6 (Charlton Kings to Hatherley) RENUMBERED 85/6
Evening service replaced by route 92
Routes 588/9 (Charlton Kings to Benhall) RENUMBERED 84/A
Diverted via Park Place and Queens Road
Curtailed beyond Coronation Square or Rowanfield
Routes 590/1 (Leckhampton to Coronation Square) RENUMBERED 90/A
Frequency reduced from every 15 to every 20 minutes during the daytime and extended twice hourly to Benhall
Evening service replaced by route 92
Route 594/5 (Coronation Square to Prestbury/Lynworth) RENUMBERED 94/4
Frequency reduced from every 15 to every 20 minutes during the daytime
Route 92 (Charlton Kings to Coronation Square)
New hourly evening service introduced
Route X24 (Stratford)
Renumbered X68 for summer 1983 and revised to start at Stroud or Gloucester
Frequency increased to four journeys per day Saturdays only
Route X26 (Bath)
Introduced as a year round operation on Wednesdays and Saturdays
Route X28 (Worcester)
Service not reintroduced for 1983 summer

Vehicle Summary

01/03/83 National 3048 to Cheltenham replacing National 3056
08/05/83 National 3056 to Cheltenham replacing National 3015
22/05/83 Short National 551 to Cheltenham replacing National 3016
VR 5603 to Cheltenham replacing National 3048
National 3049 out without replacement
National 3050 out without replacement
National 3083 out without replacement
National 3084 out without replacement
28/05/83 RELH 2073 to Cheltenham replacing Leopard 2087
01/07/83 National 3015 to Cheltenham replacing National 3056
Olympian 9533 NEW to Cheltenham replacing Olympian 9501
01/09/83 National 3057 to Cheltenham replacing National 3045
10/09/83 VR 5606 to Cheltenham replacing dual-door VR 5031
11/09/83 All vehicles transferred to Cheltenham & Gloucester Omnibus Company

Country Services – May 1983



540	Cheltenham to Evesham via Bishops Cleeve and Beckford		
541	Cheltenham to Evesham via Uckington, Tewkesbury and Beckford		
Mondays to Fridays	Cheltenham to Evesham Cheltenham to Tewkesbury Cheltenham to Beckford Via Bishops Cleeve (540) Via Staverton Via Stoke Orchard	08:55, 12:05, 14:20, 17:25 14:34 (Th)/14:40 (NTh) 06:57 06:57, 14:20 14:34 (Th) 14:34 (Th)/14:49 (NTh)	
Saturdays	Cheltenham to Evesham Cheltenham to Tewkesbury Cheltenham to Beckford Via Bishops Cleeve (540)	08:55, 12:05, 14:20, 16:05 17:15 06:57 06:57, 14:20	
Sundays	Gloucester to Stonehouse	NO SERVICE	

542	Cheltenham to Tewkesbury via Bishops Cleeve and Northway		
Mondays to Fridays	To Tewkesbury 06:25, 07:08, 07:55, 08:50 then half hourly to 14:20, 15:12, 15:50, 16:50, 17:45 19:10, 20:40, 22:10 To Bishops Cleeve: 16:25, 17:20		
Saturdays	To Tewkesbury 06:50, 07:50, 08:50 then half hourly to 15:50, 16:50, 17:45, 19:10, 20:40, 22:10 To Bishops Cleeve: 16:25,		

547	Gloucester to Cheltenham via Parton Rd and Churchdown Village		4 vehicles (2 GR, 2 CM)
548	Gloucester to Cheltenham via Pirton Ln and Churchdown Village		
Weekdays	Cheltenham to Gloucester	07:40, 08:13 (S), 08:40 Every 30 minutes via alternate routes to 18:10, 18:45, 19:45, 21:15, 22:40	
Sundays		NO SERVICE	

549	Gloucester to Cheltenham via Main Road		
559	Gloucester to Cheltenham via Bamfurlong		
Weekdays	Cheltenham to Gloucester 559 via Bamfurlong	daytime evening Every 15 minutes Every 30 minutes 09:30 then hourly to 15:30	
Sundays	Cheltenham to Gloucester	07:30, 08:07, 09:15, 09:52, 10:32, 11:12, 11:52, 12:32, 13:12, 13:50 then half hourly to 21:50, 22:37	

550	Gloucester to Cheltenham via Brockworth		
Weekdays	Cheltenham to Gloucester Cheltenham to Brockworth	08:09, 08:52 hourly to 15:52, 17:52 17:05	
Saturdays	Cheltenham to Gloucester	08:52 hourly to 17:52	
Sundays		NO SERVICE	

561	Cheltenham to Swindon via Cirencester, Ashton Keynes and Cricklade		
562	Cheltenham to Swindon via Cirencester, Latton and Cricklade		
Weekdays	Cheltenham to Swindon Cheltenham to Cricklade Cheltenham to Cirencester 561 via Latton	08:40, 10:40, 12:40, 14:40, 17:05, 19:05 15:55 07:40, 18:00, 21:35 WFS 17:05	
Sundays		NO SERVICE	

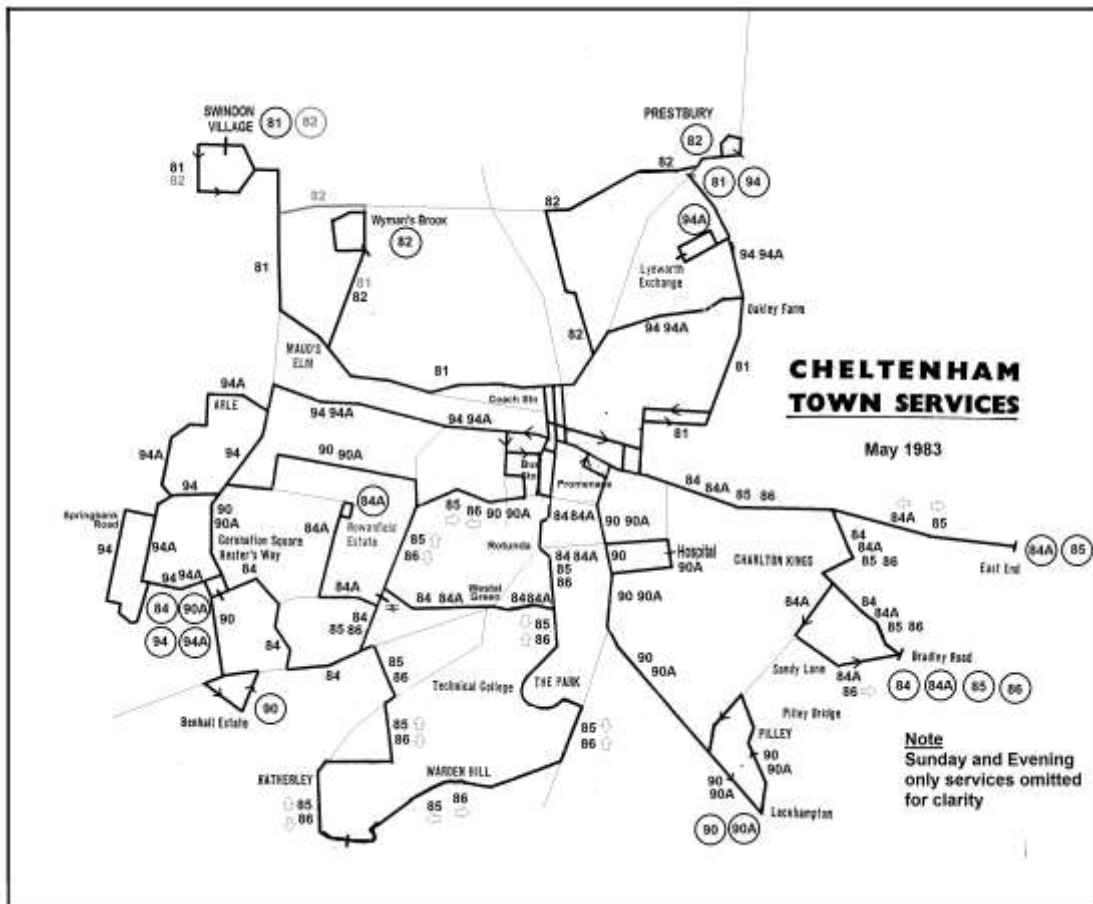
563	Cheltenham to Stroud via Miserden	
Thursdays Only	Cheltenham to Stroud	10:45, 13:45
Sundays		NO SERVICE

564	Cheltenham to Stroud via Painswick	
Mondays to Fridays	Cheltenham to Stroud	06:54, 07:24, 09:24 hourly to 18:24
Saturdays	Cheltenham to Stroud	06:54, 07:54, 09:24 hourly to 18:24
Sundays	Cheltenham to Stroud	14:44, 16:04, 18:34, 20:34

X25	Cheltenham to Gloucester [Limited Stop]	
Mondays to Fridays	Cheltenham to Gloucester Gloucester to Cheltenham	08:25 08:25, 17:10

X26	Cheltenham to Bath via Gloucester and Stroud	
Wednesdays and Saturdays only	Cheltenham to Bath	09:30

Town Services – May 1983



Cheltenham based vehicles at the time of transfer to Cheltenham & Gloucester Omnibus Co in September 1983 were as follows

551	GEU 363N	Leyland National 10351/1R, Leyland B44F
703	VAE 502T	Leyland National 10351B/1R, Leyland B44F
704	VAE 503T	Leyland National 10351B/1R, Leyland B44F
707	VAE 506T	Leyland National 10351B/1R, Leyland B44F
714	YEU 446V	Leyland National 10351B/1R, Leyland B44F
2073	GHY 135K	Bristol RELH6L, E.C.W. DP49F
2089	EHW 313K	Bristol RELH6G, Plaxton Panorama Elite II. C47F
3015	JHW 103P	Leyland National 11351/1R, Leyland B52F
3022	KHT 120P	Leyland National 11351/1R, Leyland B52F
3030	NFB 598R	Leyland National 11351A/1R, Leyland B52F
3043	PHW 985S	Leyland National 11351A/1R, Leyland B52F
3046	PHW 988S	Leyland National 11351A/1R, Leyland B52F
3047	PHW 989S	Leyland National 11351A/1R, Leyland B52F
3051	SAE 754S	Leyland National 11351A/1R, Leyland B52F
3057	TAE 639S	Leyland National 11351A/1R, Leyland B52F
3061	TAE 643S	Leyland National 11351A/1R, Leyland B52F
3062	TAE 644S	Leyland National 11351A/1R, Leyland B52F
3064	TTC 532T	Leyland National 11351A/1R, Leyland B52F
3500	AAE 644V	Leyland National 2 NL116L11/1R, Leyland B52F
3504	AAE 648V	Leyland National 2 NL116L11/1R, Leyland B52F
3505	AAE 649V	Leyland National 2 NL116L11/1R, Leyland B52F
3506	AAE 650V	Leyland National 2 NL116L11/1R, Leyland B52F
3507	AAE 651V	Leyland National 2 NL116L11/1R, Leyland B52F
3524	BHY 998V	Leyland National 2 NL116L11/1R, Leyland B52F
3531	BOU 6 V	Leyland National 2 NL116L11/1R, Leyland B52F
5030	JOU 160P	Bristol VRT/SL3/501, E.C.W. H43/27D
5065	MOU 739R	Bristol VRT/SL3/6LXB, E.C.W. H43/27D
5087	NHU 670R	Bristol VRT/SL3/6LXB, E.C.W. H43/27D
5088	NHU 671R	Bristol VRT/SL3/6LXB, E.C.W. H43/27D
5603	JNU 139N	Bristol VRTSL6GLX, E.C.W. H43/31F
5606	HPT 84N	Bristol VRTSL6GLX, E.C.W. H43/31F
9517	LWS 33Y	Leyland Olympian ONLXB/1R, Roe H47/29F
9518	LWS 33Y	Leyland Olympian ONLXB/1R, Roe H47/29F
9519	LWS 33Y	Leyland Olympian ONLXB/1R, Roe H47/29F
9520	LWS 33Y	Leyland Olympian ONLXB/1R, Roe H47/29F
9521	LWS 33Y	Leyland Olympian ONLXB/1R, Roe H47/29F
9533	NTC 132Y	Leyland Olympian ONLXB/1R, Roe H47/29F